TOWN OF SUSSEX N.B.

VOLUME ONE

PLANNING BACKGROUND STUDY

1982

TOWN OF SUSSEX

VOLUME ONE

PLANNING BACKGROUND STUDY

Prepared by

Muhammad Arif

March 1982

Honourable Horace B. Smith
Minister

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Acting Deputy Minister

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Department of Municipal Affairs
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March 17, 1982.

Town of Sussex,
Box 1057,
22 Maple Avenue,
Sussex, N. B.,
E0E 1P0.

ATTENTION: Mayor Ronald E. Mitchell

Dear Mr. Mayor:

I am pleased to submit the Background Study (Volume 1) to the Municipal Plan.

I wish to express my sincere thanks to yourself, Council, and the town staff for the co-operation.

Yours very truly,

Muhammad Arif, M.C.I.P.
Planner,
Community Planning Branch.

MA/kmp

TOWN OF SUSSEX: COUNCIL

Mayor :	Ronald E. Mitchell
Deputy Mayor :	Minnie Maguire
Councillors :	Keith Alward Nigel Armstrong Kenneth Friars Robert Hall Bennett Macaulay Jack Smith
Town Manager :	Michael Cummings
Clerk :	E. G. Perry

GRAPHICS

Allison Mockler
Eric Horncastle

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1.0. INTRODUCTION

In June 1974, the Council of the Town of Sussex adopted a Municipal Plan. Under Section 72 of the Community Planning Act, municipal plans have to be reviewed every five years. This is necessary because over five years the circumstances of a community may change, desires and aspirations of the residents of the community may change, and development pressure may change. The plan is reviewed in order to accommodate such changes.

The municipal plan preparation or review process involves two distinct steps. The first is the survey and analysis; the identification of problems and the structuring of proposals and recommendations--this constitutes the Background Study or Volume 1. The second step is the preparation of Municipal Plan itself which is primarily based on the information in the Background Study.

It is the second document of the written work which will eventually be adopted by Council.

This document constitutes the first step or the Background Study.

2.0 LOCATION AND HISTORY

2.1 Location

The Town of Sussex is located in northeastern Kings County, approximately 73 kilometres from Saint John. Just west of the Town is the junction of Highway No. 1, which leads to Saint John, and the Trans Canada Highway (Route No. 2), which connects Sussex to the major cities of Fredericton and Moncton. In addition to this Road Network, Canadian National Railways main-line from Saint John to Moncton passes directly through Sussex, thus offering the Town excellent means of cargo transportation and passenger travel.

2.2 History of Sussex and Vicinity

Although many areas of New Brunswick had been settled by the middle of the 18th century, the flatlands surrounding Sussex did not experience the presence of the white man until 1784. The first to arrive were Loyalists, who settled near the present community of Apohaqui, just south of Sussex. Two years later Sussex Vale (now Sussex Corner) received its first family of settlers.

By 1790, nearly 50 families had taken up residence along the Kennebecasis River from Bloomfield Station northward to Sussex Vale. As history recalls, the early pioneers of Pleasant Valley (the name originally given to the Sussex Region) were very enterprising in nature.

Upon their arrival, they immediately engaged in the practice of farming and eventually established shops where various essentials could be acquired, usually by barter. The Kennebecasis River became the most important transportation route for the early settlers. Barges, called Durham Boats, were used to ship such things as lumber, produce and cattle, while small sailing vessels were employed for the purpose of transporting people.

By 1800, a constant flow of immigrants (that would not subside for another 40 years) had resulted in 116 families settling in Pleasant Valley. Sussex Vale was rapidly becoming the focal point for the area with numerous shops and hotels lining its main street. In addition, a school had been established (1787) and the first church in Northeastern Kings County was nearing completion.

While Sussex Vale grew in prominence, the present site of Sussex had yet to be inhabited. A maze of creeks and streams all but isolated the area from major routes of travel, thus rendering the land suitable only for the grazing of cattle.

The coming of the railroad in 1859, significantly altered both the settlement patterns and way of life in Pleasant Valley. With the railway's decision to cross the Great Road (now Main St. in Sussex) two miles west of Sussex Vale, the community which had experienced rapid

growth now stifled from inactivity while a new community was born, Sussex. The once prosperous shipping industry also declined due to the railway's more efficient means of transporting goods and passengers.

Although Sussex began simply as a railway station, it was obvious that a sizable town was in the making. From the first building that were clustered around the station-house, the community quickly spread eastward to the Main Street crossing. By 1870, Sussex was regarded as the most important train centre between Saint John and Moncton and had now become the largest village in Northern Kings County. In the decade that followed four churches were established and the first school was opened at the corner of St. George and Albert St. (1873).

The year 1879 also saw the formal beginnings of the Military in the Sussex region. McMonagle's race track at Sussex Vale served as the early training grounds for the 84th Battalion of Infantry and later became a training facility for troops from around the Province.

The Vale site stayed in operation for 23 years until a 300-acre tract of land, just east of the Leonard Drive bridge was purchased by the Department of Militia. The area became a full-scale military base and was named Camp Sussex. Throughout the First and Second World Wars, Camp Sussex played a very important role stationing thousands of troops and their families.

After the Second World War, Camp Sussex was greatly reduced in size and today, the presence of the military has all but vanished. However, Sussex is still the headquarters for the 8th Canadian Hussars (Princess Louise's), the oldest regiment of cavalry in Canada. The roots of this prestigious regiment can be traced back to the American Revolution of 1776.

By the turn of the 20th Century, Sussex had taken on the appearance of a well established community. Telephones, which had been introduced to the area as early as 1891, could now be found in almost all businesses and a number of the more prominent homes. The Sussex fire department was founded (1901) after a major blaze 14 years earlier produced a public outcry for proper fire protection.

Anxious to be recognized as more than just a village, the citizens of Sussex petitioned the government of New Brunswick and were subsequently granted the status of "Town" in 1904. The population of Sussex was 1700 at the time of its incorporation.

Reference:

Alton Grace, The Story of Sussex and Vicinity, Kings County Historical Society 1967.

2.3 Special Dates in Sussex Past

1784 Mayor Gilfred Studholme first to settle at Apohaqui. His 5,000 acre tract extended almost to Sussex.

1784 William McLeod first settle Sussex Vale (Sussex Corner) Descendants make significant contributions to county and province.

1786 George Leonard first settles in Pleasant Valley. Portion of his original 200 acre grant located in Sussex.

1787 First school established in Sussex Vale. Oliver Arnold first school teacher. Native Indians enrolled for the purpose of "Christianizing".

1805 First church (Trinity Church) constructed on present St. Mark's Church site.

1831 Lower Main Street in Sussex opens connecting the villages to the "Great Road", presentlv highway No. 2.

1859-60 Railroad introduced at Sussex Station (Sussex) linking St. John and Moncton. Sussex Vale begins to experience rapid economic decline.

1870 Militia train at McMonagle's race track at Sussex Vale Units from across the Province use the facility.

1887 First major fire in Sussex destroys 16 buildings near the corner of Broad and Queen Streets.

1891 Telephones first introduced in Sussex.

1893 Department of Militia establishes Camp Sussex on a 300 acre tract of land once owned by George Leonard.

1895 S. H. White forms small bottling company soon to become Sussex Ginger Ale Limited.

1898 Sussex Butter and Cheese company organized with W.W. Stockton president.

1901 Sussex fire department formally established.

1904 Sussex granted the right to become a town. Population is 1,700 at the time of incorporation.

1939-45 Camp Sussex assumes great importance as a military training area. Thousands of troops stationed at the camp.

1957 Camp Sussex greatly reduced in size but remains headquarters of the 8th Canadian Hussars (Princess Louise's). It is the oldest regiment of cavalry in Canada and can be traced back to the American Revolution of 1776.

3.0 ECONOMY

3.1 Introduction

The Town of Sussex is a very important light manufacture centre strategically located between two major centres, i.e. Saint John and Moncton. It has immediate access to a good transportation system by railway, road, sea and air.

It is hoped that potash mining in the vicinity of Town would provide stimulus to its economy by providing viable business environment for a variety of supporting industries.

3.2 Business and Manufacturing

3.2.1 Business

The Community Planning Branch carried out a business and industrial survey in June of 1981. According to this survey, there are the following business outlets in Sussex.*

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*This list may not be exclusive. Questionnaires were distributed to all businesses, however, some businesses might not have returned the completed questionnaires.

NOTE: COUNCIL INTENDS TO UPDATE CENSUS INFORMATION IN CHAPTER 3 AND 4 OF THIS REPORT WHEN 1981 CENSUS DATA BECOMES AVAILABLE.

Name of Business and Address

1. Anco Financial Services
   584 Main Street

2. Lawton's Drugs (Store No. 38)
   Gateway Place, West Main Street

3. Lindor L63
   134 Main Street

4. R. T. Pearson, Insurance Ltd.
   13 Broad Street

5. Sussex Flooring and Carpet Service
   18 Park Street

6. Sussex Singer Sewing Centre
   611 Main Street
   P. O. Box 1448

7. Haves Barber Shop
   Sussex Shopping Mall

8. Lewis Gulf
   210 Main Street

9. New Brunswick Liquor Commission
   P. O. Box 20787, Sussex, N.B.
   Head Office: Fredericton, NB E3B 5B8

10. Sussex Battery and Ignition
    Corner of Sussex and Main Streets

11. Myer's Grocery
    495 Main Street

12. Sussex Farm and Garden Ltd.
    87 Park Street

13. Wallace Insurance, Main Street

14. Basic Design Associates
    71 Broad Street
    P.O. Box 28

15. Kent Building Supplies, Ltd.
    311 St. George Street

16. Elmore's Carpets and Drapes
    Main Street

17. The Paperwork (The Fibreworks)
13 Peter Street

18. Break Even Glass
13 Peter Street

19. Blue Jay Woodcraft
13 Peter Street

20. Spruce Arbor Limited
P. O. Box 1621

21. Barto Electric, Ltd.
Maple Avenue Extension
P. O. Box 1341

22. Sharp's Drug Store, Ltd.
3 Broad Street

23. Chrysler and Plymouth, Ltd.
994 Main Street

24. Sussex and Studholm Agricultural Society
Park Street
P. O. Box 220

25. Dental Office
Main Street

26. Gould's Nurseries, Ltd.
30 Floral Avenue

27. Baird's General Store
596 Main Street

28. Parnell and Brien
"Empire Block"
55 Broad Street

29. Jabberwock
73 Broad Street

30. Mirror's Image
Gateway Mall

31. Canada Permanent Trust Co.
38 Maple Avenue

32. Riley, Mosher and Stanton
38 Maple Avenue
P. O. Box 1880

32. Cream Puff Bakery
27 Broad Street

34. The Co-Operators
55 Broad Street

35. Wayne Wood Tops and Kitchens, Ltd.
Nelson Street

36. Black's Fashions Ltd.
607 Main Street

37. Bank of Montreal
9 Broad Street

38. Bel-Mac Ltd. (Sussex Mercantile)
581 Main Street

39. Blue Unicorn Book Store
559 Main Street

40. Lounsbury Co. Ltd.
551 Main Street

41. Ernie's Chain Saw Shop
30 Park Street

42. Larry Floyd, Ltd.
Men's Work Clothing and Footwear
588 Main street

43. Beauty Nook
576 Main Street

44. MacAfee's Drug Store Ltd.
568 Main Street

45. Church's Ltd. Jewellery
P. O. Box 1280

46. Crawford's Anthill Restaurant
600 Main Street

47. J. Clark and Son, Limited
489 Main street

48. Budge, Buckley and Nixon
474 Main Street

49. Sussex Business Service Reg'd.
Audit, Accounting, Bookkeeping,
Tax Consultant

50. Kentucky Fried Chicken
Gateway Mall

52. Superior Heating, Ltd.
63 Broad Street

53. Corner Store (School Stores)
406 Main Street

54. Gateway Kids and Teens Ltd.
Gateway Mall

55. Fuller Optical
P. O. Box 461

56. Toronto-Dominion Bank
Gateway Mall
P. O. Box 840

57. D. A. Bustin and Company
Elm Street

58. Wallace Funeral Home
34 Sunnyside Drive

59. S and G Stores Ltd.
601 Main Street
P. O. Box 125

60. S and G Stores Ltd.
7 Broad Street

61. Miller's Meat and Grocery
51 Broad Street

62. Winterwood Natural Food Store
63 Broad Street

63. Perry's Jeweller's
41 Broad Street

64. Moffatt's Hardware, Ltd.
23 Broad Street

65. Sussex Optical
Sussex Mall
P. O. Box 1369

66. Dominion Stores, Ltd.
Sussex Mall

67. Hutton's Ltd.
Winter Street

68. Good Neighbour Drug Mart
Sussex Mall

69. Horton's I.G.A.
10 Park Street

70. Sussex Farm Supplies, Ltd.
24 Peter Street

71. Metropolitan Stores, Ltd.
Sussex Mall

72. W. W. Thorne Insurance, Ltd.
10 Peter Street

73. Central Trust Co. Ltd.
614 Main Street
P. O. Box 1277

74. Family Shoe Shoppers
Gateway Mall

75. Buchanan Ltd.
165 St. George Street

76. McGivery's Grocery
91 St. George Street

77. Al's Taxi
77 Winter Street

78. Sussex Auto Supplies
792 Main Street

79. Elm's Jewellery
12 Sussex Street

80. Cheese and Butter Irving
475 Main Street

81. Lawson Motors (1978) Ltd.
654 Main Street

82. Sussex Cheese and Butter (Retail)
664 Main Street

83. Simpson's Sears Limited
620 Main Street
P. O. Box 249

84. Cathy's Restaurant
Main Street

85. Country Squire Restaurant
135 Main Street

86. Book Mart
Gateway Mall

87. Bud's Grocery
229 St. George Street

88. Chown's Furniture Mfg.
Arnold Avenue

89. Dairy Town Motors Ltd.
574 Main Street

90. The Hobby Horse
602 Main Street

91. The Queen Bee Beauty Salon
602 Main Street

92. Bayview Credit Union
582 Main Street

93. Southern N. B. Wood Cooperative Ltd.
582 Main Street

94. Canadian Tire, Ltd.
Sussex Mall

95. Henry's Restaurant
Sussex Mall

96. Household Finance Corp.
Sussex Mall

97. Graham's Bakery
Sussex Mall

98. MacMillan Rothesay, Ltd.
339 St. George Street

99. Gerrish and Smith
472 Main Street

100. Dutchie's Barber Shop
19 Broad Street

101. Lamb Ford Sales, Ltd.
90 Main Street

102. H. L. Hunt Ltd.
391 Main Street
P. O. Box 1144

103. The Maples Motel
1019 Main Street

104. Briar Rose Café
69 Broad Street

105. Stiles Plumbing and Heating
35 Broad Street

106. Sussex Motel and Cabins
818 Main Street

The goods and services which the above business outlets provide are as follows:

Goods and Services Provided

1. Financial Services (Banking)
2. Garages (Service Stations)
3. Retail (Clothing, Shoes) - Men

3a. - Women

3b. - Mixed

4. Food Stores (Supermarket, Bakery, Candy, etc.)
5. Hardware
6. Insurance
7. Public Works
8. Repairs: Servicing and Parts
9. Construction (Flooring, Roofing, Architecture, etc.)
10. Farming (Supplies, etc.)
11. Machinery Sales
12. Automobile: Sales and Service

13. Pharmacy (Drug Store)
14. Real Estate
15. Retail (Appliances, Upholstering, etc.)
16. Barbers (Hairdressers)
17. Beverages (Alcohol)
18. Other
19. Doctor's Offices (Medical, Dental, Optical Supplies, etc.)
20. Law Offices
21. Crafts
22. Jewellery (Gifts, Cards, Book Stores)
23. Food (Restaurants, etc.)
24. Chartered Accountants
25. Fast Food Outlets
26. Home Heating (Oil, Wood Stoves, Furnaces, etc.)
27. Funeral Home
28. Dry Cleaning and Laundry
29. Taxis, buses, etc.)
30. Motels (Hotels)

The above list of businesses and goods and services they provide, shows the diversified nature of the commercial centre of the Town of Sussex. It serves not only the residents of the Town but also residents of other communities and rural areas surrounding the Town in a radius of approximately 25 miles.

The Community Planning Branch also carried out a residents' survey. According to this survey, a predominant majority of the residents of the Town do their shopping in Sussex.*

Majority of the stores are rented and businessmen complain about high rents. High rents is a universal problem resulting from inflation and high interest rates. However, the situation can be improved with increased sales. Businessmen feel that there should be better promotion of the downtown than being done at present. It is suggested by businessmen that the Town should make efforts to bring more people off the highway in the summer months by advertising events and attractions in the Town and by providing eye-catching signs on the highways. It is suggested that downtown business and chamber of commerce should get together with council to develop a strategy and programs with this regard.

Another suggestion which some businessmen made is to locate the bus terminal in Town. This, according to them, will bring more customers in downtown.

The businessmen expressed optimism that potash mining will improve the business opportunities, however, concern was expressed about the total impact of the mining. One of the concerns was competition for the labour pool in Sussex.

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*For details on Residents', business and industrial survey, see M. Arif, Town of Sussex, Municipal Plan, Results of Surveys: Residents, Business, Industrial, Community Planning Branch, Dept. of Municipal Affairs, October, 1981.

3.2.2 Manufacturing

As stated earlier, Community Planning Branch carried out an industrial survey. According to this survey, there are the following manufacturing operations in Sussex.

1. Atlantic Air-Care, Ltd.
   P. O. Box 1541
   Sussex, N.B.
   E0E 1P0

2. Royal Printing, Ltd.
   P. O. Box 1054
   Industrial Park
   Sussex, N.B.
   E0E 1P0

3. M.M.H. Prefab Ltd.
   P. O. Box 1580
   Industrial Park
   Sussex, N.B.
   E0E 1P0

4. Summit Electric, Ltd.
   P. O. Box 900
   Sussex, N.B.
   E0E 1P0

5. Sussex Machine Shop, Ltd.
   P. O. Box 248
   Industrial Park
   Sussex, N.B.
   E0E 1P0

6. H. B. Industries, Ltd.
   P. O. Box 678
   Sussex, N.B.
   E0E 1P0

7. Canmar Industrial, Ltd.
   P. O. Box 228
   Industrial Drive
   Sussex, N.B.
   E0E 1P0

8. Sussex Concentrates, Ltd.
   P. O. Box 1224
   Leonard Drive
   Sussex, N.B.
   E0E 1P0

9. Sussex Refrigeration Mfg. (1979), Ltd.
   P. O. Box 692
   Leonard Drive
   Sussex, N.B.
   E0E 1P0

10. New Yorker Boiler Co., Ltd.
    Industrial Park
    Sussex, N.B.
    E0E 1P0

11. Sussex Tire Service, Ltd.
    10 Church Avenue
    Sussex, N.B.
    E0E 1P0

12. New Brunswick Electric Power Commission
    Industrial Park
    P. O. Box 1610
    Sussex, N.B.
    E0E 1P0

13. Murray W. Myers & Sons, Ltd.
    P. O. Box 1909
    64 Park Street
    Sussex, N.B.
    E0E 1P0

14. Murray W. Myers & Son, Ltd.
    282 Main Street
    Sussex, N.B.
    E0E 1P0

15. Maritime Publishing, Ltd.
    Sussex Mall
    Sussex, N.B.
    E0E 1P0

16. Sussex Poultry, Inc.
    P. O. Box 609
    Sussex, N.B.
    E0E 1P0

17. Atlantic Speedy Propane, Ltd.
    57 Peter Street
    Sussex, N.B.
    E0E 1P0

18. G. E. Barbour Company, Ltd.
P. O. Box 1130
Sussex, N.B.
E0E 1P0

19. Way Bar Feed and Farm Supplies, Ltd.
P. O. Box 813
Industrial Park, Crescent Vail
Sussex, N.B.
E0E 1P0

20. Canada Packers, Ltd.
Shur Gain Division
P. O. Box 520
Stewart Avenue
Sussex, N.B.
E0E 1P0

21. Bayshore Lumber Co., Ltd.
P. O. Box 1287
Sussex, N.B.
E0E 1P0

22. Drury's Transfer, Ltd.
P. O. Box 1790
Sussex, N.B.
E0E 1P0

23. Nelson Monuments, Ltd.
P. O. Box 1220
23 Western Avenue
Sussex, N.B.
E0E 1P0

24. McGibbon Diesel, Ltd.
Industrial Park
Sussex, N.B.
E0E 1P0

25. Sussex and Studholm Agricultural Society
P. O. Box 220
Park Street
Sussex, N.B.
E0E 1P0

26. Brunswick Lab, Ltd.
229 Church Avenue
Sussex, N.B.
E0E 1P0

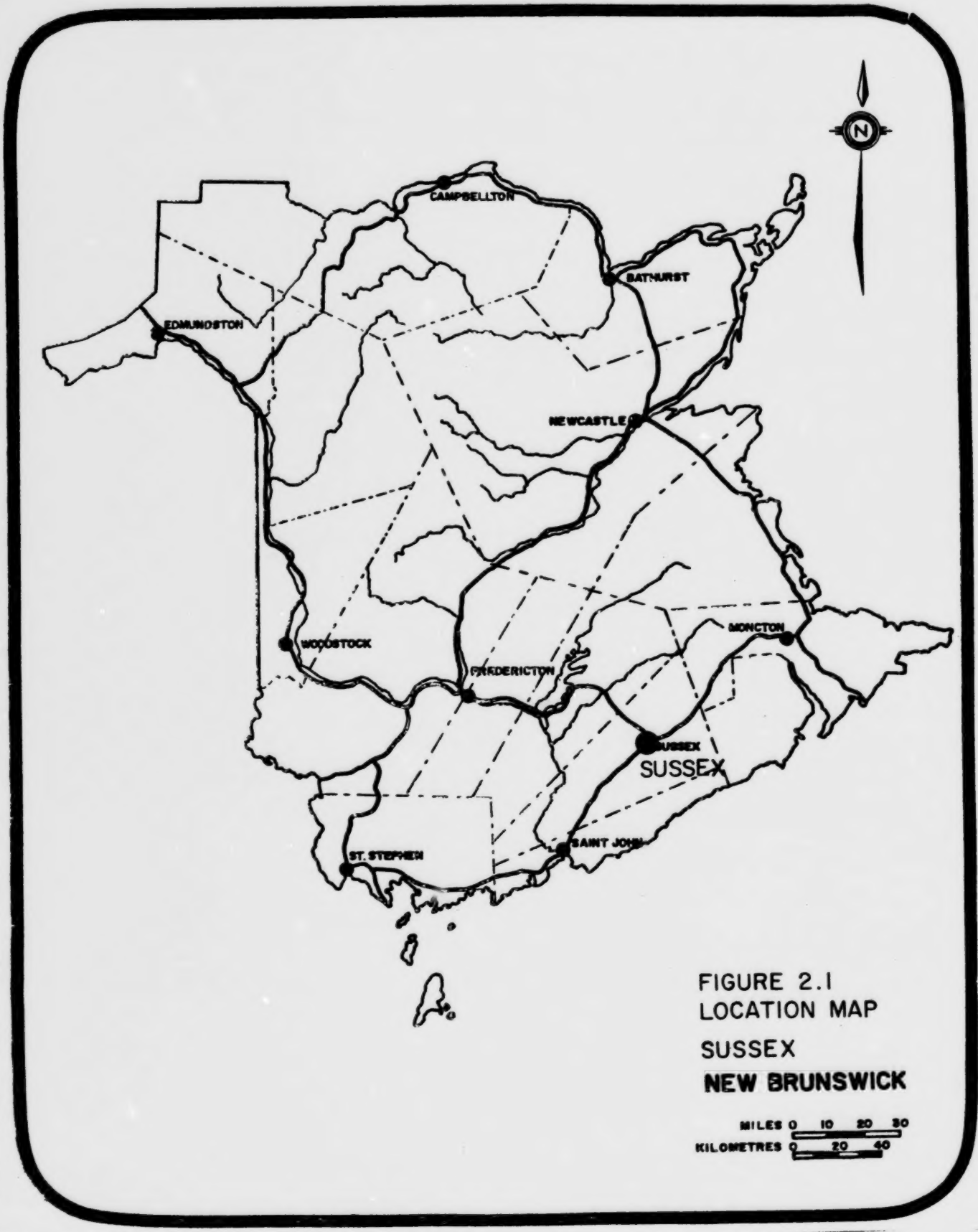

FIGURE 2.1
LOCATION MAP

SUSSEX

NEW BRUNSWICK

The type of manufacturing and/or distributing carried out is listed below:

Sales and Service of Tires

Distribution of Electricity

Building Supplies

Publishing (Printing)

Poultry Processor: Hatchery

Propane Gas

Food Processing and Distribution

Retail Feed and Farm Supplies

Feed Manufacturing

Sawmill

Trucking (Common Carrier)

Monument Manufacturing

Heavy Equipment (Diesel Repair)

Petroleum, Feed Mill, Auction Sale, Retail Agricultural Supplies and Groceries

Woodworking Plant

Sheet Metal and Mechanical Contractor

Printing

Housing Manufacturing

Electrical Contracting

Metal Fabrication

Manufacturer of Scouring Pads

Wholesale-Retail

Rendering Plant

Boiler Manufacturing and Miscellaneous Metals

The above list of manufacturing and type of manufacturing indicates that the Town of Sussex has diversified industrial base. The manufacturing operation in Sussex not only provide jobs to the residents of the Town but also to residents of other communities and rural areas surrounding the Town. The commuting range is up to 25 miles i.e. Workers travel up to 25 miles to work in Sussex. This shows the importance of the Town, in this region, in terms of job opportunities after Saint John and Moncton.

The Community Planning Branch survey also revealed that majority of the industrialists think that there is no problem in obtaining labour and supplies of raw material and equipment. However, concern was expressed by some businessmen about competition from potash industries for labour, and lack of availability of raw material in the Maritimes.

The products which are manufactured and/or distributed in Sussex are listed below:

Kilowatt hours (distribution)
Lumber
Plywood
Siding
Roofing
Insulation
Mouldings
Newspapers
Poultry
Tin
Coffee
Mustard
Peanut Butter
Extracts
Spices
Ice Cream Toppings
Sheet Metal
Business Forms
Flyers, Posters
Envelopes
Business and Personal Stationary
Modular Homes
Mobile Homes
Cottages, log cabins & garages
Office, bunk houses
Washrooms
Motels
Produce Studs
Wiring Systems for home and industry
Machinery and Welding Services
Industrial and Institutional
Scouring Pads (15 produces)

Cheese
Pickle Ingredients
Complete Line of Livestock Feeds
Rough Lumber
Wood Chips
Sawdust
Bark used at Present for Land Fill
Monuments
Markers
Curbing
Livestock Feed
Insulated Buildings
Reach-In Coolers
Laboratory Case Works
Laboratory Counter Tops
Poultry Meal
Feather Meal
Poultry Fat
Steel Hot Water Boilers
Wood Fired, hot Water
Steel Expansion Tanks
Steel Dump Hoppers
Steel Luggers
Miscellaneous Metals
Walk-in cooler and Freezers
Hospital Furniture
School Cabinet Work
Nurses' Stations
Special Refrigeration

An interview was held with the General Manager of Saint John Fundy Region Development Commission in December of 1980. According to Mr. Saad Ghanen, the General Manager, medium and light industries will have better chances of succeeding in Sussex. He indicated that there are obvious advantages which Sussex has in attracting industries and these are: the availability of labour pool in Sussex and variety of skills from Saint John only 50 miles away, additionally, the vicinity to major mining development activities would provide a viable business environment for a variety of supporting industries. Moreover the advantage of immediate access to a good transportation system by road, sea and air. The Town should actively promote these advantages through the Development Commission.

Mr. Ghanem also indicated that the sale of industrial land in Sussex Industrial Park was progressing at a reasonable pace and an escalation in demand was expected as soon as potash mines approached commercial production schedule.

ADI limited of Fredericton (Consultant Firm) carried out a study for Sussex Industrial Park in 1976.* This study calls for an expansion of the Park to the South of Leonard Drive. An area consisting of approximately 40 acres has been sited, which is presently occupied by a public dump. As stated under Section 9.4 of this document, the present location of the dump is not suitable. It is suggested that Town should give further consideration to recommendation regarding the Industrial Park expansion.

3.3 Location Quotient

The location quotient in its most common form is used to gauge the relative specialization of an area in related sectors of the economy. One of the units used in calculating location quotient is employment. The formula used takes employment in selected sectors of the economy as a ratio of all sectors in that area and relates this ratio to a similar ratio at regional or provincial level. The mathematical formula to calculate location quotient could be described as follows:

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*ADI Limited, Sussex Industrial Park Expansion, Land Use and Servicing, prepared for Saint John Fundy Region Development Commission, Sept. 1976.

$$\frac{\text{Employment in Sector J of the area}}{\text{Total Employment in all Sectors of the Area}} \div \frac{\text{Employment in Sector J of the Province}}{\text{Total Employment in All Sectors of the Province}} = \text{LOCATION QUOTIENT}$$

The arithmetical nature of the location quotient leads to the following rules of location quotient evaluation.

L.Q. > 1: If the location quotient is greater than 1, the area is more specialized than the province in the study sector. Another interpretation is that this sector is export sector for the area.

L.Q. < 1: If the location quotient is less than 1, the area is less specialized than the province in the study sector. Also this sector is import sector for the area.

L.Q. = 1: If the location quotient is equal to 1, the area and the province specialize to an equal degree in the study sector or in this sector the area produces enough for its own consumption and there is no export or import involved.

Location quotient for the Town of Sussex has been calculated both in relation to Kings County and the Province of New Brunswick. The unit of measure employed for this calculation was employment and the data was for 1971 census. The results of these calculations are presented under Table 3.3.

Table 3.3. Location Quotients

	Sussex vs. Kings County	Sussex vs. New Brunswick
Managerial, Administrative	.728	.958
*Teaching and Related	1.23	1.20
*Medicine and Health	1.65	1.52
Technological, Social, Religious	.566	.521
*Clerical and Related	1.13	*.918
*Sales	1.31	1.38
Service	1.00	.725
Farming, Animal husbandry	.257	.582
*Processing	1.30	*.798
*Machining and Product Assembling	1.03	1.12
*Construction Trades	1.15	1.25
Transport Equipment Operating	.840	.963

The above Table shows that Sussex's strength in relation to Kings County lied in teaching and related areas, medicine and health, clerical and related, sales, processing, machining and product assembling and construction. Same areas in relation to Province except for clerical and related , and processing. In other words, where location quotient is greater than 1, the Town was producing goods and providing services beyond its local needs and exporting them to Kings County and other parts of the Province. Opposite is true when the location quotient is less than 1.

TABLE 3.4.1

EXPERIENCED LABOUR FORCE BY OCCUPATION - 1971

ALL OCCUPATIONS	TOTAL	% TOTAL	MALE	% TOTAL	FEMALE	% TOTAL
Managerial, administrative and related occ.	45	3.0	35	2.3	10	.7
Teaching and related occ.	80	5.3	20	1.3	60	4.0
Medicine and Health	85	5.6	30	2.0	55	3.6
Technological, social, religious artistic and related occ.	30	2.0	30	2.0	--	---
Clerical and related occ.	185	12.2	55	3.6	130	8.6
Sales	195	12.9	145	9.6	50	3.3
Service	145	9.6	55	3.6	90	5.9
Farming, horticultural and animal husbandry occ.	30	2.0	30	2.0	--	---
Other primary occ.	40	2.6	40	2.6	--	---
Processing occ.	75	5.0	60	4.0	15	1.0
Machining product fabricating, assembling and repairing occ.	120	7.9	120	7.9	--	---
Construction trades occ.	165	10.9	165	10.9	--	---
Transport equipment operating occ.	70	4.6	70	4.6	--	---
Other occ.	65	4.3	50	3.3	15	1.0
Not stated	115	7.6	70	4.6	45	3.0
Total Experienced Labour Force	1,515	(100%)	1,000	660%	515	34%

Source: Census Canada - 1971

3.4 Labour Force Data

Under this section the following will be discussed: occupational distribution, journey to work, participation rates and unemployment rates.

3.4.1 Occupational Distribution

The latest information on occupational distribution is available for 1971. This information is extracted from Census Canada publications. Such information is presented under Table 3.4.1.

The Table 3.4.1 shows that in 1971 total experienced labour force in Sussex was 1,515 people. Out of this total, 66% were males and the rest females.

The majority of occupations were in sales, construction, machining and product assembly, and service sectors (54%). No single occupation dominated which could be considered as indication of the diversified economic base of the Town. In case of females, there were more females in clerical and related occupations than any other single occupational category. Males had higher representations in such occupations as: construction trades, sales, and machining product fabricating, assembling and repairing occupations.

3.4.2 Journey to Work Pattern

Latest journey to work information was available for 1971. Although this information is 10 years old,

nonetheless, it does provide some perspective on labour force journey to work pattern for the Town. This information is presented under the following table.

Table 3.4.2 JOURNEY TO WORK DATA - 1971

Resident Employed Labour Force	No. of Workers	Percentage
Males living and Working in Area	735	50.2
Females living and Working in Area	385	26.3
Living and Working in Area (Both Sexes)	1,120	76.5
Working outside the Area	230	15.6
Place of Work not Stated	115	7.8
TOTAL	1,465	100%
INCOMMUTERS	1,150	

SOURCE: Statistics Canada

The above Table shows that a predominant majority of the employed labour force, who is resident of Sussex, works in Sussex, i.e. (76.5%). Only 15.6% of this labour force commuted to other areas, outside Sussex, for work. However, there were a large number of people (1,150) commuting to Sussex for work. This indicates, as stated earlier, the importance of the Town in terms of providing employment in the area.

3.4.3 Participation Rate

The participation rate refers to the percentage of 15 years and over population who is able and willing to work. In case of Sussex, such rate was 51.0% in 1976. The comparison of this rate with other population aggregates is given below, under Table 3.4.3.

Table 3.4.3 PARTICIPATION RATES - 1976

Comparison

AREAS	PARTICIPATION RATE (Total)	MALE (%) (15 Years & Over)	FEMALE (%) (15 Years & Over)
Sussex	51.0	68.1	36.4
Kings County	56.0	75.0	37.0
Saint John City	55.7	72.4	40.6
New Brunswick	54.0	69.5	38.7

SOURCE: Statistics Canada

The data in the above Table reveals that participation rates in Sussex are lower than other population aggregates in the comparison. This is an indication of higher percentage of people, 15 years and over, who either are disabled or unwilling to work. These disabled people could be those who are 65 years or over, as discussed elsewhere in this document that there is higher representation of elderly people in Sussex. Those unwilling to work could be those people who are 15 years and over but are going to school and have not offered themselves for jobs as yet.

These lower participation rates in Sussex, when calculated separate for males and females; are reflected in lower rates for both sexes compared to Kings County, Saint John City and New Brunswick. However, participation rates for females are generally lower for all areas.

3.4.4 Unemployment Rate

The unemployment rate refers to percentage of persons 15 years and over who are able to work and willing to work but are unable to secure employment. This rate for Sussex was 6.2% in 1976. The comparison of this rate with other population aggregates is given below, under Table 3.4.4.

Table 3.4.4 Unemployment Rates - 1976 Comparisons

AREA	TOTAL (%)	MALE (%)	FEMALE (%)
Sussex	6.2	5.2	8.5
Kings County	5.7	5.0	7.1
Saint John City	6.8	7.0	6.5
New Brunswick	10.3	9.5	11.8

SOURCE: Statistics Canada

The data in the above Table reveals that, compared to Saint John City and the Province, unemployment rates are lower in Sussex. However, compared to Kings County, the unemployment rate is slightly higher. The lower

unemployment rate in Kings County is probably a reflection of suburban communities located in the County, especially Kennebecasis Valley Community. In some of these communities, unemployment is nearly zero thus biasing the calculations of the rates for the county.

Females unemployment rates are generally higher for all population aggregates except for Saint John City. This is an indication of the fact that job opportunities are generally lower for females than males.

3.5 Income Groups

An examination of income groups provides a valuable insight into the socio-economic characteristics of a community. Such an insight, at times, could provide useful tools to decision makers e.g. when considering supply of housing types and provision of community services and facilities.

Latest information on income groups was available for 1971. The source of this information is Statistics Canada. Although the income levels, since 1971, might have changed considerably in dollars, mostly because of inflationary factor, it is quite likely that there is little change in the pattern and structure of income groups.

The data for income groups is presented below, under Table 3.5.

Table 3.5 INCOME GROUPS* AND COMPARISONS - 1971

AREA	LESS THAN $3,000	$3,000-5,999	$6,000-9,999	$10,000 AND OVER
Sussex:				
Total	715(43.0%)	610(36.0%)	255(15.0%)	100(6.0%)
Male	(49.0%)	(66.0%)	(84.0%)	(90.0%)
Female	(51.0%)	(34.0%)	(14.0%)	(10.0%)
Kings County:				
Total	5480(43.0%)	3950(31.0%)	2360(18.0%)	1080(8.0%)
Male	(57.0%)	(69.0%)	(92.0%)	(98.0%)
Female	(43.0%)	(31.0%)	(8.0%)	(2.0%)
Saint John City:				
Total	14905(38.0%)	12415(31.0%)	9530(24.0%)	2645(7.0%)
Male	(39.0%)	(59.0%)	(90.0%)	(96.0%)
Female	(61.0%)	(41.0%)	(10.0%)	(40.0%)
New Brunswick:				
Total	107115(43.0%)	74900(30.0%)	49860(20.0%)	14540(6.0%)
Male	(49.0%)	(70.0%)	(90.0%)	(96.0%)
Female	(51.0%)	(30.0%)	(10.0%)	(4.0%)

SOURCE: Statistics Canada

* Includes persons 15 years and older with employed Incomes.

The data in the above Table shows that in 1971, the majority of the persons were within less than $6,000 income bracket in case of Sussex as well as Kings County, Saint John City and the Province of New Brunswick. However, compared to Kings County and Saint John City the Town had higher percentage of persons in these income groups. If for comparison purposes lower than $6,000 is categorized as lower income and 6000 and over as higher income then there were higher percentage of persons in lower income groups in Sussex compared to Kings County and Saint John City.

Male and female ratio were calculated for all income groups for all units in the comparison. These calculations show that males had predominantly higher representation in $6,000 and over income groups compared to females. This was true in case of Sussex as well as Kings County, Saint John City and the Province. These findings indicate that higher paying jobs are predominantly held by males.

3.6 Agriculture Sector

Although a relatively very small proportion of total labour force living in Sussex is actually involved in agriculture as an occupation, however, most of its industries are oriented toward food processing reflecting the agricultural nature of the surrounding countryside.

These industries include poultry processing, food products, dairy products, and poultry and animal feeds. Thus there is a notable interdependence between agriculture sector and manufacturing sector in the Town. This interdependence justifies a separate discussion on agriculture sector.

The smallest unit for which the agriculture data is available is Sussex Parish within which the Town is located. For comparison, data is also presented for Kings County and New Brunswick.

The topics which will be discussed under this section are: farm size, total area of farmland and farm population.

3.6.1 Farm Size

The data for farm size is presented below, under Table 3.6.1

Table 3.6.1 FARM SIZE: HISTORICAL PERSPECTIVE

(a) Sussex Parish

Size in Acres	Number of Farms			
	1961(%)	1966(%)	1971(%)	1976(%)
0 - 129	57(31.0)	38(25.5)	26(23.6)	9(14.8)
130 - 559	122(66.3)	104(69.8)	74(67.3)	46(75.4)
560 +	5(2.7)	7(4.7)	10(9.1)	6(9.8)
Total	184(100.0)	149(100.0)	110(100.0)	61(100.0)
Percentage Change		-19.0%	-26.2%	-44.5%

(b) Kings County

0 - 129	432(32.1)	302(29.2)	212(26.7)	85(18.0)
130 - 559	857(63.8)	690(66.6)	524(66.1)	338(71.5)
560 +	55(4.1)	44(4.2)	57(7.2)	50(10.5)
Total	1,344(100.0)	1,036(100.0)	793(100.0)	473(100.0)
Percentage Change		-22.9%	-23.5%	-40.4%

(c) New Brunswick

0 - 129	5,276(44.8)	3,523(40.5)	1,882(34.3)	712(21.9)
130 - 559	6,147(52.1)	4,814(55.3)	3,232(58.9)	2,155(66.4)
560 +	363(3.1)	369(4.2)	371(6.8)	377(11.7)
Total	11,786(100.0)	8,706(100.0)	5,485(100.0)	3,244(100.0)
Percentage Change		-26.1%	-37.0%	-40.9%

SOURCE: Statistics Canada

An examination of Table 3.6.1 reveals two notable trends: 1) there is an overall decline in number of farms, 2) this decline is more notable in case of small farms i.e. 0 - 129 acres. These trends are universal in New Brunswick and Sussex Parish and Kings County are no exception to it. However, there is a third trend i.e. increase in number of large size farms (560+ acres) at provincial level. In case of Sussex Parish this increase, in large size farms between 1966-1976, is negligible. While in case of Kings County, there has been decline in number of large size farms between 1966-1976 but at a much lower rate than middle size (130 - 559 acres) and small size farms.

With regard to Sussex Parish, the decline in number of small and medium size farms is considerable. In 1961, there were 57 small farms (0 - 129 acres) in the Parish but by 1976, this number was reduced to only 9 farms. Likewise, there were only 46 medium size farms in the Parish compared to 122 farms in 1961.

3.6.2 Total Farm Acreage

Under section 3.6.1 above, it was stated that there is a universal trend, in the Province, of decline in total number of farms. However, an increase in large size of farms was observed. This raises another question, i.e. how is it affecting the total acreage of land under agriculture use? In other words, is there an increase or decrease in this total acreage? This section deals

Table 3.6.2 TOTAL AREA OF FARMLAND

AREA	ACREAGE			
	1961	1966(%)*	1971(%)	1976(%)
Sussex Parish	39,560	35,414(-10.5)	30,820(-13.0)	19,074(-38.1)
Kings County	294,150	238,499(-19.0)	203,030(-15.0)	143,568(-29.3)
New Brunswick	2,199,673	1,811,695(-17.6)	1,339,133(-26.1)	994,174(-25.8)

SOURCE: Statistics Canada

*PERCENTAGE CHANGE FROM PREVIOUS CENSUS YEAR.

Table 3.6.3 FARM POPULATION

AREA	POPULATION			
	1961	1966(% Change)	1971(% Change)	1976(% Change)
Sussex Parish	1,285	809(-37.0)	458(-43.4)	213(-53.5)
Kings County	5,871	5,197(-11.5)	3,487(-32.9)	1,738(-50.2)
New Brunswick	63,334	52,042(-17.8)	27,453(--7.2)	12,184(-55.6)

SOURCE: Statistics Canada

with the above questions through examining the data on total land areas (acreage) under agriculture use.

The data in Table 3.6.2 reveals that there was a prevailing trend towards declining land area under farm use. Between 1971-1976, this decline was notably sharp for Sussex Parish and Kings County. This answers the questions raised earlier that there is not only decline in number of farms but also decline in total area being farmed in the province, Kings County and Sussex Parish.

3.6.3 Farm Population

The data on farm population, for Sussex Parish and comparison with Kings County and New Brunswick, is presented under Table 3.6.3.

The data in Table 3.6.3 shows that there has been a sharp decline in total farm population, in all levels (Sussex Parish, Kings County, Province), since 1961. In Sussex Parish there were only 213 persons (Farm population) in 1976 compared to 1,285 people in 1961--apparently a very sharp drop in farm population over 15 years. Between 1961-1976 there was not only a drop in farm population but also from census year to census year the decline occured at an increasing rate.

In case of Kings County, the farm population declined from 5,871 in 1961 to only 1,738 persons in 1976.

This decline in farm population could be attributed to rural to urban migration trends in recent years. People have been leaving agricultural related occupations, at an accellerated rate, for urban type occupations in manufacturing and service sectors, presumably for higher wages in these latter types of occupations.

The observations made under sections 3.6.1, 3.6.2 and 3.6.3 regarding dwindling number of farms, decrease in total acreage under farming, and declining number of farm population in Sussex Parish and Kings County have direct relevance to agriculture related manufacturing operations in the Town of Sussex. Further research is required to assess the impact of above trends, in the agriculture sector, on the manufacturing operations in Sussex. Time and resources do not allow to make such an assessment for the purposes of this document. However, it is recommended that the Town should approach the Provincial Department of Agriculture and/or Department of Commerce and Development for further information regarding such an assessment.

3.7 Mining Sector

At present, there are two proposals for potash development in Kings County area, one at Plumweseep and the other at Salt Springs. Exploration and development rights to a third potential deposit, near lower Milstream, have recently been awarded. It is noted that all these deposits are situated

within 32 kilometres radius of the Town of Sussex. (Fig. 3.7). Because of the proximity of these mines to the Town and the likely socio-economic impact the Town might experience warrants a separate discussion on mining sector. However, it should be pointed out that at this time, there is no definitive information available as to the extent of such an impact.

The existing situation with regard to mining development is as follows: The Potash Company of America has already announced plans to proceed with the development of the Plumweseep deposit. Construction of the mine and the accompanying processing plant has already begun and full production is anticipated by the spring of 1983. Preliminary development work, is currently under way at the Salt Springs deposit by Denison Mines--Potacan Potash Company and the company is to decide within next year whether or not to proceed with the construction of the mine. Preliminary indications seem to favour eventual development of this deposit with production being reached by early 1984. As stated earlier, exploration and development rights to a third deposit have recently been awarded to BP Exploration (Canada) Ltd. If this deposit is found to be economically viable, it is conceivable that production would be expected to start prior to 1987.

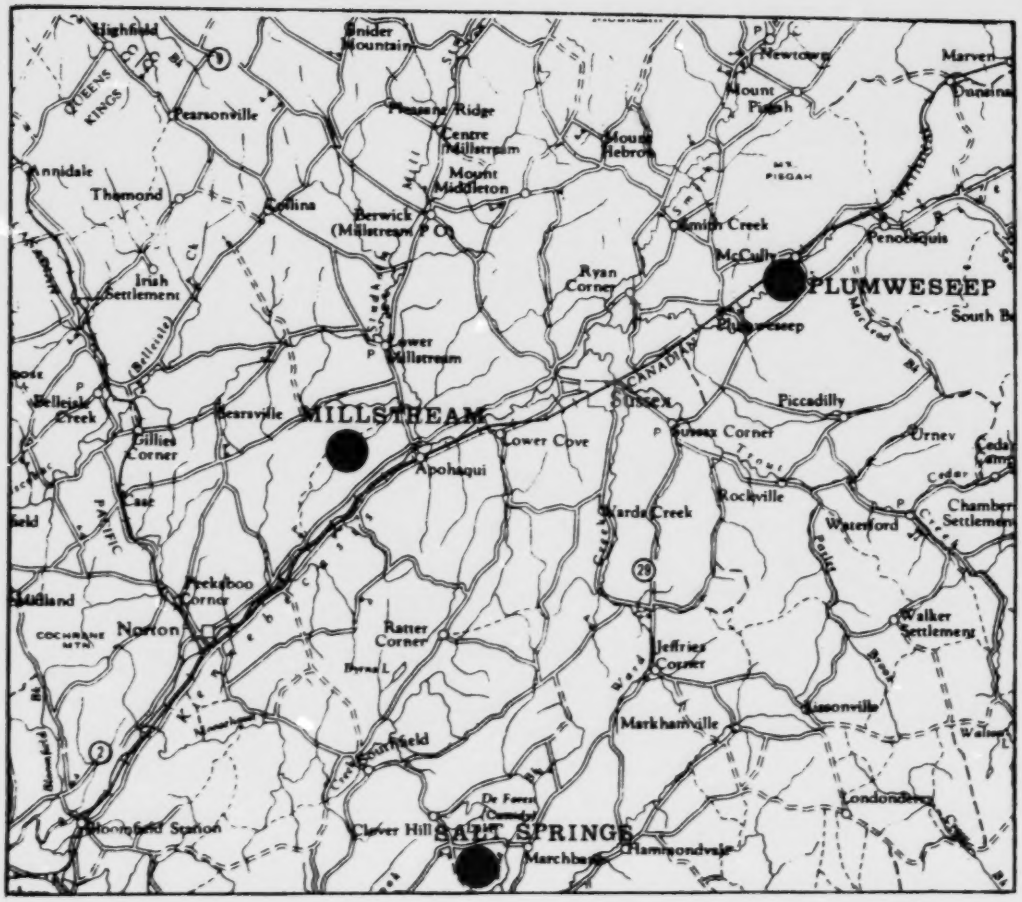

Fig. 3.7 Location of Sussex Area Potash Deposits.

3.7.1 Possible Impacts

According to the development plans of the Potash Company of America, the work force required by their potash mine and processing plant is approximately 500 workers at the peak of construction activity. Approximately 250-300 workers would be employed when the plant becomes operational. If these figures are typical of potash developments of this size, the presence of three developments will no doubt have some impact on the communities in the vicinity, including Sussex, of the mines both during construction and operating phases. The types of impacts which could be expected are: increased demand for housing, both temporary and permanent; probably establishment of mine related industries, new commercial outlets or expansion of existing ones to serve the incoming workers; increased traffic resulting in probable need to upgrade existing transportation routes; increased demand for health, education, recreational and cultural facilities. It is likely that existing municipalities would expand to accomodate new development thus encroaching upon the agriculture land base of the area. However, according to the Planning and Administration Branch of the Provincial Department of Commerce and Development, most of the labour force will originate from local area who are already permanently domiciled thus such an impact will be minimal. (See Section 3.7.2).

The types of impacts which could be expected on bio-physical environment are as follows: the effect of salt emission on agriculture and forest crops, effects on soil structure and soil nutrient status of the long term addition of potassium and sodium salts, the effect of emissions of salt dust on surface and ground water quality and cumulative water requirements of potash processing industries and its effects on regional water supply.

Although there are mechanisms to address some of the effects of development through the application of regulatory process to individual potash developments and also phasing in, as anticipated, will avoid any sudden impact, the major concerns associated with such developments in Sussex and in Kings County relate to the cumulative effects of several developments on the socio-economic and bio-physical environment.

3.7.2 Impact on Regional Economy

The Community Planning Branch requested the Planning and Administration Branch of the Department of Commerce and Development for input into the Municipal Plan Review.* The requested input was with regard to the impact of potash mining in the Sussex area on the regional economy

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*The Planner is indebted to Mr. Gary Cole of the Planning and Administration Branch of the Department of Commerce and Development for his co-operation with his regard.

and especially on manufacturing sector. The relevant statements for the purposes of this document, extracted from the Report prepared by the Planning and Administration Branch, are presented below.

1. The major multiplier determinants in the case of Sussex area potash development are not favourable to a high multiplier. The mining industry, where no significant further processing will occur, tends to have a lower multiplier. Furthermore, much of the service structure required to support the production of potash is already in place in the factor market area (which is Saint John, Moncton, Fredericton triangle). For these reasons, it is unlikely that the multiplier in this case will be high than two. That is each mining production job will result in the creation of one other job somewhere within the area defined on the major factor market.

2. Since most of the required mine service industry exists in the three urban centres of Fredericton, Saint John and Moncton, little expansion in employment will occur in these industries. Much of the multiplier effect will occur in the retail sectors which will service the labour force employed directly in mining operations. The fact that much of this labour force is assumed to be living in the labour market area defined by Hampton, Salisbury and Coles Island tends to mitigate the multiplier impact as well. Many are already permanently domiciled so that immediate impact on housing activities will be limited.

3. Those closer to Hampton and Salisbury will find the shopping trek to Saint John or Moncton easier and more attractive than run to the Town of Sussex. These considerations seem to reinforce the conclusion that the multiplier effects will not exceed two.

4. The Town of Sussex may well feel a greater impact from construction employment than from production employment. If those involved in construction are transients drawn from outside the area, they may tend to cluster about the Central Town. This impact may be as transient as workers, beginning to decline in 1983 and petering out by 1987.

5. The total ultimate impact on employment will probably be spread throughout the greater labour market area. Those smaller communities and the rural area in proximity to the actual mine sites will feel the result to a greater extent. Sussex may prove to be a convenient head office location and may well benefit from an influx of managerial and administrative people. This event would suggest a positive impact on retail sector, enhancing town centre development possibilities.

6. The impact on the manufacturing sector will probably be negligible. Most of the operating equipment and supplies required should be readily available through appropriate wholesalers in all of the surrounding urban centres. Certain exceptions have been identified and will be treated here (under #7 below)

7. Estimates of purchased operating material run as high as three million dollars per mine (annually). These purchases include: structural steel supplies, electrical supplies, paper, valves, oil or lubricants, hardware, lumber, bearings and transmissions. Most of these are manufactured outside the area by major international companies. The probability of establishing manufacturers of the majority is low. Structural steel is the one notable exception, but existing suppliers in Saint John, Moncton and Fredericton should have no trouble in meeting the $ 11.5 million annual sales that will be required when all three mines are in production.

   There is no known adequate regional source of bearings and transmissions at this time, but no difficulty is anticipated in encouraging present wholesalers to upgrade their operations to meet the demand.

   The above comments do not consider the demand for fuels or specialized machinery. The sale of fuels has several potential sources and the bulk quantities in which transactions will occur will limit any employment impact. Specialty machinery is almost certain to come from outside the province.

8. Other manufacturing activity that is foreseeable for the Sussex area would probably not add significantly to the impact on the Town itself,

except to enhance the viability of a refurbished retail and service centre. The manufacturing ventures with some probability of occurring in the next five years are a metal working, machinery shop to serve mining operations and some sort of dairy processing plant. Employment impact of these two would not exceed 100. These jobs will probably impact directly on the Town itself and, therefore, are of significance to the housing market and related companies.

9. In summary, the impact of the potash development in the Sussex area will be significant but will be so spread over a larger economic region that direct impact on manufacturing near the Town of Sussex itself will be minimized.

   Ultimately, the Town can expect significant improvements in tertiary activities because of the influx of management and administrative personnel and their families. This is of importance, particularly to the central business district. This effort will be complemented by any increase in dairy processing and metal working.

Based on multiplier assumptions, as stated above under #1 and #2, and based on the assumption that all these mines will go into operation, the Planning and Administration Branch made employment projections. These projections are presented below, under Table 3.7.2.

The projections under Table 3.7.2 apply to the larger area (factor market area as defined earlier) which includes Saint John, Fredericton, Moncton triangle and communities in between. There is no indication in the Report as to the Town's share of this employment: i.e. how many workers will originate from the Town and how many outside workers will be migrating into the Town. Unless this latter information is available it is difficult to assess the impact on the Town.

Moreover, most of the statements above (Nos. 1-9) are, at best, general in nature and the exact impact on the Town itself is not clearly spelled out. Furthermore, as stated earlier under Section 3.7.1, the major concern is the cumulative effect of all development on socio-economic and bio-physical environment in the Sussex area. No definitive information is available with regard to such a cumulative effect. Under these circumstances, it is recommended that Council should be in contact, on continuous basis, with the appropriate Provincial Departments; such as Commerce and Development, Environment, Labour and Manpower, and Agriculture; to obtain updated information with regard to the impact of potash development on the Town. The nature and extent of such an impact may require changes, from time to time, in the Municipal Plan therefore it is recommended that Council make such changes if and when required.

Table 3.7.2 PROJECTED EMPLOYMENT IMPACT OF POTASH MINING DEVELOPMENTS ON THE SUSSEX REGIONAL ECONOMY BY SOURCE OF EMPLOYMENT 1979-80

	MULTIPLIER				ALL EMPLOYMENT		
	P.C.A.	DENNISON	TWO MINE TOTAL	B.P.	THREE MINE TOTAL	TWO MINE TOTAL	THREE MINE TOTAL
1979	30	--	30	--	30	90	90
1980	50	30	80	--	80	240	240
1981	200	50	250	--	250	725	725
1982	300	200	500	--	500	1,425	1,425
1983	250	300	550	30	580	1,400	1,490
1984	275	250	525	75	600	1,125	1,300
1985	250	275	500	300	800	1,075	1,650
1986	250	250	500	300	800	1,000	1,850
1987	250	250	200	250	750	1,000	1,550
1988	250	250	500	275	775	1,000	1,575
1989	250	250	500	250	750	1,000	1,500

SOURCE: Planning and Administration Branch, Department of Commerce and Development, Province of New Brunswick

Table 3.7.2 PROJECTED EMPLOYMENT IMPACT OF POTASH MINING DEVELOPMENTS ON THE SUSSEX REGIONAL ECONOMY BY SOURCE OF EMPLOYMENT 1979-80

	CONSTRUCTION					PRODUCTION				
	P.C.A.	DENNISON	TWO MINE TOTAL	B.P.	THREE MINE TOTAL	P.C.A.	DENNISON	TWO MINE TOTAL	B.P.	THREE MINE TOTAL
1979	60	—	60	--	60	--	--	--	--	--
1980	100	60	160	--	160	--	--	--	--	--
1981	350	160	450	--	450	25	--	25	--	25
1982	500	350	850	--	850	50	25	75	--	75
1983	100	500	600	60	660	200	50	250	--	250
1984	50	100	150	100	250	250	200	450	--	450
1985	--	50	50	350	400	250	250	500	25	525
1986	--	--	--	500	500	250	250	500	50	550
1987	--	--	--	100	100	250	250	500	200	700
1988	--	--	--	50	50	250	250	500	250	750
1989	--	--	--	--	--	250	250	500	250	750

SOURCE: Planning and Administration Branch, Department of Commerce and Development, Province of New Brunswick

3.8 Downtown

The Town of Sussex is a firmly established urban centre in northeasterly part of Kings County. Its downtown draws on a market population of over 20,000 people. According to the Community Planning Branch Business Survey, there are over 100 business outlets in the downtown Sussex. The type of the businesses and goods and services provided are fairly diversified.

According to the survey, referred to above, the majority of the merchants say that they have no problems obtaining labour in the local area and obtaining supplies. However, some expressed the concern about the competition from potash industries for labour force. Also concern was expressed about the cut in rail service which they think would adversely affect their ability to secure supplies.

The location of bus terminal outside the Town was a concern of few merchants. They think that it adversely affects them in terms of higher transportation costs. Moreover, if the terminal is located in the Town centre, merchants think it will bring more potential customers into the Town.

Some of the problems identified with regard to downtown were: lack of adequate parking, lack of space for expansion, lack of any definitive policy on the part of Town to promote downtown, poor sidewalks or lack of sidewalks, lack of signs on highways to attract

people to downtown, poor traffic circulation, both motorized and pedestrian, within the downtown.

The merchants think that the vitality of the downtown could be improved, to a great extent, by taking the following actions: 1) beautify the downtown by planting trees, shrubs and flowers at appropriate locations, by upgrading and renovating building facades 2) better maintenance of streets 3) improve parking facilities in downtown 4) improve traffic (motorized) circulation 5) improve sidewalks and improve the pedestrian circulation and 6) actively promote downtown.

It is recommended that Council carry out a detailed study of downtown with regard to: traffic patterns both pedestrian and motorized, appearance of buildings, parking facilities, etc. On the basis of such a study, a development scheme should be prepared for the downtown and adopted. The purpose of such a development scheme would be to rectify some of the problems pointed out earlier and to increase the viability and vitality of the downtown. The Council may also consider to take advantage of provincial legislation with regard to business improvement (Business Improvement Act.)

4.0. POPULATION ANALYSIS AND PROJECTIONS

4.1 Introduction

Population analysis and projections provide useful planning tools. Knowledge of migration trends and population characteristics helps decision-makers in planning physical development of a community and provision of services. Projections provide an effective tool to determine future needs of a community such as: housing, recreation facilities, schools and other services.

In this chapter, following subject areas shall be discussed: past trends in population changes, population composition (age/sex distribution) and projections.

4.2 Past Trends

The analysis of past trends helps determine whether a community is growing (gaining population) or declining (losing population). Moreover, based on past trends, assumptions could be developed for population projections.

Past trends are determined by reviewing population changes in the past.

In case of Sussex such a review is carried out for 1961 to 1976. Moreover, a comparison of population changes is made with the Towns of St. Stephen and Woodstock,

Kings County and New Brunswick. The purpose of this comparison is to provide a broader perspective to understand the past trends of population changes for the Town of Sussex.

Table 4.2. Population Changes 1961 - 1976

Town of Sussex and Comparison

	1961	% Change	1966	% Change	1971	% Change	1976	% Change
Sussex	3,457	--	3,607	4.3	3,942	9.3	3,938	- .1
St. Stephen	3,380	--	3,285	-2.8	3,409	3.8	5,264	54.4*
Woodstock	4,305	--	4,442	3.1	4,846	9.1	4,869	.5
Kings County	25,908	--	28,548	10.2	33,285	16.6	43,588	31.0
New Brunswick	597,936	--	616,788	3.1	634,557	2.88	677,250	6.73

SOURCE: Census Canada

*Boundary change from preceding year.

The data in Table 4.2 shows that during 15 year period from 1961-1976, population of Sussex increased by 13.5%. However, between 1971-1976, there was a slight decline of .1%.

The past trends, in case of Sussex, indicate that the population in Sussex has been growing at a slow rate of 1.12% annually. This growth rate is presumably lower than expected natural growth rate which leads to another assumption that net migration between 1961-1976 were negative. However, it is expected that with the development of potash mines in Sussex area, the past trend will be reversed, in-migration rate will increase, out-migration will slow down and the Town population will

grow at a faster rate.

The Table 4.2 also shows that Town of Woodstock has more or less similar population growth patterns as the Town of Sussex.

4.3 Population Composition

Population composition refers to such demographic characteristics as household or family size, age/sex distribution and ethnicity etc.

4.3.1 Age/Sex Distribution

The latest information available, through Statistics Canada, was for 1976. This information is presented below.

Table 4.3.1 Population By Five Year Age Groups and Sex 1976

Age Groups	Total	Male	Female
All Ages	3,935	1,855	2,085
0 - 4	255	130	125
5 - 9	295	135	160
10 - 14	365	175	195
15 - 19	410	205	205
20 - 24	355	195	160
25 - 29	275	140	135
30 - 34	145	70	80
35 - 39	185	80	105
40 - 44	175	80	90
45 - 49	210	105	105
50 - 54	235	110	125
55 - 59	210	90	115
60 - 65	210	95	115
65 - 70	185	85	100
Total	430	165	270

SOURCE: Statistics Canada - 1976

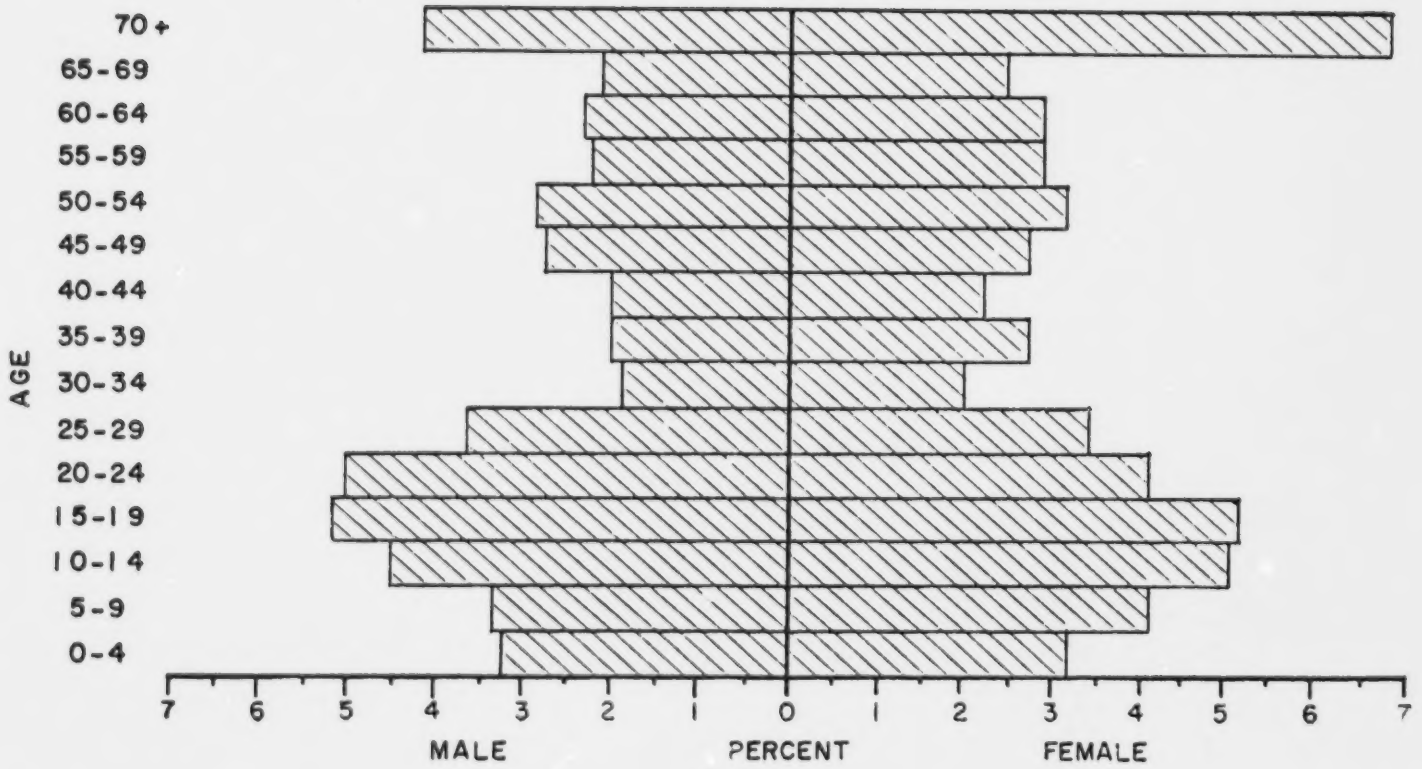
The data under Table 4.3.1 is graphically presented through Figure 4.3.1(a) -- referred to as population pyramid. The notable characteristics of population structure reflected through this pyramid are: higher percentage of people in 5 - 24 age groups, lower in 30 - 44 age groups, and higher again in 70+ age group. Such characteristics of population structure, as in case of Sussex, is an indication that there are relatively fewer jobs available locally, as a result, there is out-migration of people of 30 - 44 age groups. Also the community probably provides good facilities for retired people thus attracting people of this age group into the town.

With regard to out-migration, it is expected that the situation will change in future mainly because of the mining industry in the area. As stated elsewhere in this report, there are three potash mines being developed within easy commuting distance of Sussex. It is hoped that these mines would not only provide employment directly but also indirectly by boosting the local economy.

The Figure 4.3.1(b) provides a historical perspective of the changes in population structure. A combined 1971 and 1976 population pyramid in this Figure, gives a perspective with regard to changes which took place during this five year period. These changes do not seem to change the basic shape of the pyramid and hence the population structure. Most of the changes reflect transition of age cohorts from 1971 to 1976. One notable

FIGURE 4.3.1 (a)

TOWN OF SUSSEX
POPULATION PYRAMID 1976



Data Source: Statistics Canada

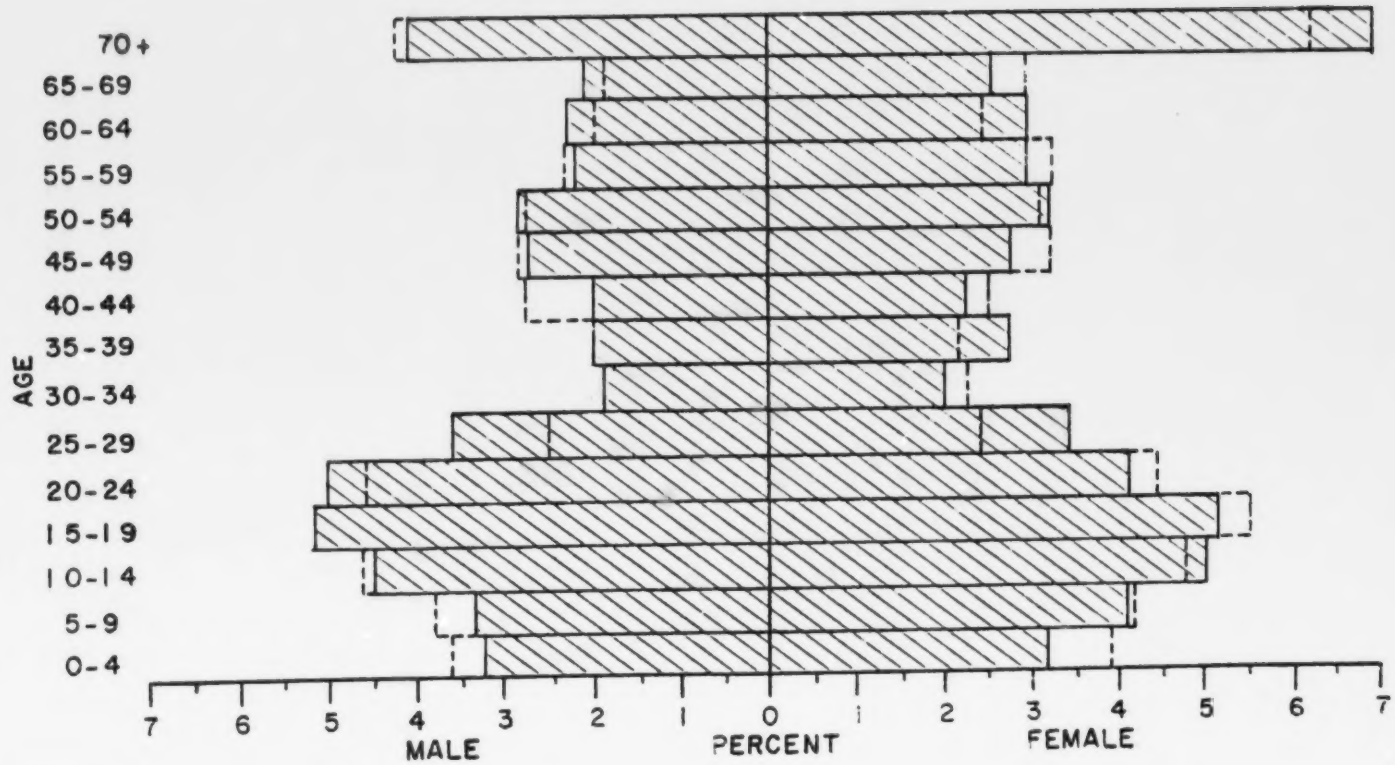
FIGURE 4.3.1(b)

TOWN OF SUSSEX

POPULATION PYRAMID

1976 COMPARED WITH 1971

(1971 SHOWN IN DOTTED LINE)



aspect of Figure 4.3.1(b) is that transition of age group 20 - 24 (in 1971) to 25 - 29 (in 1976) shows a significant reduction in the size of cohort or loss of population. This loss is because of the out-migration. This confirms the observation, made earlier, regarding the historical trend of outward mobility by young people because of the scarcity of employment opportunities locally.

4.3.2 Specified Age Groups

Specified age groups refer to fewer and larger age group intervals than regular five year age groups. The purpose is to summarize the statistical information to provide quick and easily comprehendible format to the data. The data is summarized from 15 age groups, as in case of Table 4.3.1 to 5 age groups as shown under Table 4.3.2(a) and Table 4.3.2(b).

4.3.2(a) Historical Perspective

Table 4.3.2(a) shows the specified age groups, for Sussex, in historical perspective

Table 4.3.2(a) Specified Age Groups
Historical Perspective

Age Group	1966	1971	1976
0 - 4	323(8.9)*	295(7.5)	255(6.5)
5 - 14	679(18.8)	685(17.4)	665(16.9)
15 - 44	1,329(36.8)	1,505(38.2)	1,545(39.2)
45 - 64	751(20.8)	855(21.7)	860(21.8)
65 +	525(14.6)	600(15.2)	620(15.7)
Total	3,606	3,940	3,945

SOURCE: Statistics Canada
*Percentage of respective totals

The above Table shows that since 1966, there has not been any significant change in the proportion of specified age groups in relation to total population. This means that there is no significant change in the migration patterns between 1966 - 1976.

4.3.2(b) Comparative Perspective

The 1976 specified age group data and comparison with Saint John City, Kings County and Province of New Brunswick is presented on the following page.

The data in this Table shows that there are slightly higher proportions of older age groups, especially 65 years and over, in Sussex compared to other population aggregates in the comparison. This is an indication of an old established community and a community which provides good facilities and pleasing environment for elderly citizens. The lower proportion of younger population, in Sussex, is a function of out-migrations as explained earlier in this chapter.

4.4 Ethnic Composition

It refers to composition of population with regard to ethnic background of population. Data pertaining to this aspect is presented on the following page.

It is apparent from the following table that a predominant majority of the residents, in Sussex, are English by background i.e. 97.1%.

Table 4.3.2(b) SPECIFIED AGE GROUPS AND COMPARISONS - 1976 DATA

AGE GROUPS	SUSSEX	ST. JOHN CITY	KINGS COUNTY	NEW BRUNSWICK
0 - 4	255(6.5)*	6,535(7.6)	4,395(10.0)	58,265(8.6)
5 - 14	665(16.8)	15,260(17.8)	8,945(20.5)	134,830(19.9)
15 - 44	1,545(39.3)	37,685(43.8)	19,100(43.8)	303,985(44.9)
45 - 64	860(21.7)	17,365(20.2)	7,275(16.7)	119,095(17.6)
65	620(15.6)	9,115(10.6)	3,875(8.9)	61,070(9.0)
TOTAL	3,945	85,960	43,590	677,245

Table 4.4 ETHNIC COMPOSITION - 1976

Ethnicity	Population (%)
English	3,820(97.1)
French	25(0.6)
German	10(0.3)
Other	25(0.6)
Not - Stated	55(1.4)

SOURCE: Statistics Canada

4.5 Number of Children and Household Size

According to 1976 census, there were 1,010 families in Sussex. Out of this total, 65.3% (660 families) families had one or more children at home. The rest, 34.7% (350 families) had no children at home. The information pertaining to those families who had children at home is presented below.

Table 4.5 Families with Children at Home - 1976

Number of Children	Number of Families	(%)
1 Child	260	(38.8)
2 Children	215	(32.1)
3 Children	95	(14.2)
4 Children	55	(8.2)
5 Children	45	(6.7)

SOURCE: Statistics Canada

The data in the above Table shows that majority of the families have 1 and 2 children. Average number of children per family was also calculated. This average is 1.4 children per family compared to 1.8 provincial average.

Household size refers to number of persons living in a household unit. The data with regard to household size is presented under Table 4.5.1.

Table 4.5.1 Household Size - 1976

Number of Persons	Number of Households	(%)
1	255	(19.2)
2	405	(30.5)
3	260	(19.5)
4	200	(15.0)
5 & Over	210	(15.8)
TOTAL	1,330	

The above Table shows that there are more households composed of two persons than any other category. The average household size, in the Town, was 2.9 persons compared to 3.4 provincial average.

4.6 Population Projections

Population projections are crucial for long range planning. The projections provide necessary tools to estimate future housing needs, needs for different public facilities such as: educational, health, and recreational, etc.

Two types of projections were carried out for the Town of Sussex. These are: trend projections and projections based on future employment. Furthermore, two separate future employment based projections were prepared -- medium and high. Projections based on future employment and the method of calculation shall be explained later on in this document.

4.6.1 Trend Projections: Methodology

The basic assumption for these projections is that the past trends in migrations, fertility rates and survival rates shall remain constant during the projected period.

The cohort survival method was used to calculate trend projections.

A good, yet brief, description of the cohort survival method is provided by J. Brian McLaughlin in his book entitled Urban and Regional Planning - A Systems Approach. This description is as follows:

> "Males and females by five year age groups are tabulated separately, the figures being extracted from the latest available census. Next the net migratory change for the first five years is allowed by the addition (or subtraction) of the assumed change for each age group of males and females. Then the appropriate age specific birth rates are applied successively to each group of women in the child-bearing range (usually 15-49 last birthday); the resultant births are divided into males and females, adjusted for mortality in the first five year period and entered in the next column, first row of the male and female tables. Finally, age specific mortality rates or survival rates are applied to each age group of males and females to estimate the numbers who will survive to the next five year period (i.e. of their life and of the projection).
>
> This sequence is repeated until the projection date is reached.*

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*McLaughlin, J. Brian, Urban and Regional Planning: A Systems Approach. Faber and Faber, 3 Queen Square, London, 1979, p. 184.

The following method was used to calculate the migration component of trend projections.

1. 1971 census population was projected to 1976 by five year age group and by male and female using cohort survival method. Female fertility rate and survival rates were applied to these projections.

2. Difference between 1976 projected population and actual census population for each age group and for males and females was calculated. This difference was assumed to be the function of migrations. It was further assumed that net migrations, as calculated between 1971-1976, would remain constant for the projected years.

4.6.2 Projections Based on Future Employment: Methodology

The ratio method was used to prepare this set of projections. It is assumed that population growth in Sussex is interdependent with Saint John Region. It is further assumed that this interdependence shall persist in near future, i.e. ratio between Sussex population and Saint John Region shall remain constant for the projected period.

The projections for Saint John Region; which includes Kings County, Saint John County, Charlotte County and two parishes of Petersville and Hamstead in Queen's County; were made in 1978.*

Medium projections for Sussex are ratio of medium projections for Saint John Region. The assumption for the employment aspect of these projections is that

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* Muhammad Arif, Saint John Regional Plan: Population Department of Municipal Affairs, Province of New Brunswick, 1978, pp. 279-284.

there will be partial fulfillment of the potential projects within the Region.**

High projections for Sussex are ratio of high projections for Saint John Region. The assumptions for these projections is that most of the potential developments shall come to fruition.**

Given the economic situation of inflation, high interest rates and general slump in business activity, and if this situation does not change in future, the trend projections would seem more realistic. However, if economic trends do change for the better, and all potash developments go ahead with production, it is probable that high projections may come to fruition--that is a population of over 5000 by 1991.

4.6.2.1 Calculation of Age Groups and Male/Female Distribution For Population Projections Based on Future Employment: Methodology.

The ratio method of projections provides only total population for the projected years. The method and assumptions used to calculate five year age groups and male-female distribution are as follows.

It was assumed that population structure would not change for projected years. Thus, the 1976 age group and male-female distribution was assumed constant for the projected period.

**For details of potential projects, see Brian R. Dick and Gordon Hood, Saint John Regional Plan: The Regional Economy: Department of Municipal Affairs, Province of New Brunswick, 1978, pp. 179-182.

To calculate five year age groups and male-female distribution for projected period, age groups weights were calculated for 1976 census population. These weights were calculated separately for male and female. The method used for calculating these weights is as follows:

$$\text{Age Group Weight} = \frac{\text{Population in a Specific Age Group}}{\text{Total Population}}$$

Example: Total Population in 1976 = 3,935

Male population in 0 - 4 age group = 130

$$\text{Age Group Weight} = \frac{130}{3,935} = .033$$

To calculate number of people in a specific age group (male or female) the total population of the projected year is multiplied by the age group weight of the specific age group.

Example: Total Population in 1981 = 4,296

0 - 4 Age Group Weight For Males = .033

Male Population in 0 - 4 Age Group 4,296 X .033 = 142

The age group weight which were calculated for the purpose of these projections are presented under Table 4.6.1. All three projections are presented under Table 4.6.2. These projections by Age and Sex are presented under Tables 4.6.3, 4.6.4 and 4.6.5. and also graphically presented through Figure 4.6.

Table 4.6.1 Population Projections

TOWN OF SUSSEX

Age Group Weights - Male and Female

Calculated from 1976 Census Population

	WEIGHTS	
Age Groups	Males	Females
0 - 4	.033	.032
5 - 9	.034	.040
10 - 14	.044	.050
15 - 19	.052	.052
20 - 24	.050	.040
25 - 29	.036	.034
30 - 34	.018	.020
35 - 39	.020	.027
40 - 44	.020	.023
45 - 49	.027	.027
50 - 54	.028	.032
55 - 59	.023	.029
60 - 64	.024	.029
65 - 69	.021	.029
70+	.042	.069

FIGURE 4.6
TOWN OF SUSSEX
POPULATION PROJECTIONS

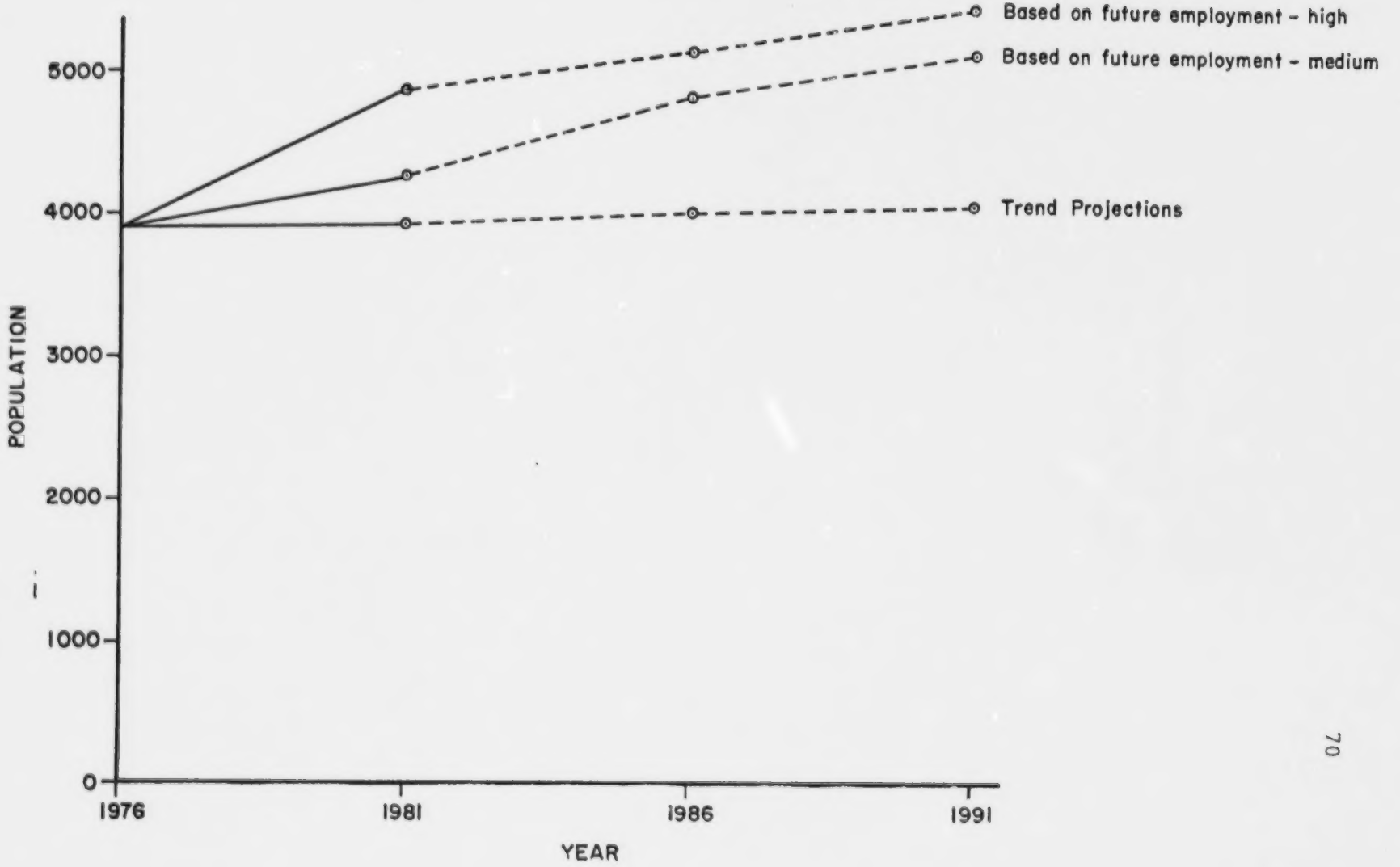

Table 4.6.2 Population Projections

TOWN OF SUSSEX

	1976 (Census Population)	1981	1986	1991
Trend Projections Low	3938	3957	4037	4114
Based on Future Employment: Medium	3938	4296	4830	5189
Based on Future Employment: High	3938	4845	5190	5633

Table 4.6.3 POPULATION PROJECTIONS

Based on Past Trends
Low

AGE GROUP	1976			1981			1986			1991		
	M	F	T	M	F	T	M	F	T	M	F	T
0 - 4	130	125	255	188	190	378	205	207	412	201	203	404
5 - 9	135	160	295	149	157	306	186	195	381	203	212	415
10 - 14	175	195	365	122	161	283	133	158	291	170	196	366
15 - 19	205	205	410	138	167	305	121	162	283	132	159	291
20 - 24	195	160	355	169	200	369	130	181	311	114	176	290
25 - 29	140	135	275	190	202	392	166	173	339	128	154	282
30 - 34	70	80	145	151	126	277	164	180	344	140	151	291
35 - 39	80	105	185	61	72	133	149	128	277	162	182	344
40 - 44	80	90	175	85	96	181	60	73	133	146	129	275
45 - 49	105	105	205	70	69	148	74	72	146	49	49	98
50 - 54	110	125	230	78	72	150	76	72	148	71	75	146
55 - 59	90	115	210	97	125	222	73	74	147	71	74	145
60 - 64	95	115	210	77	119	196	72	120	192	50	71	121
65 - 69	85	100	185	54	107	161	67	119	186	62	120	182
70 +	165	270	430	158	298	456	138	309	447	137	327	464
TOTALS	1855	2085	3938	1796	2161	3957	1814	2223	4037	1836	2278	4114

Table 4.6.4 POPULATION PROJECTIONS

Based on Future Employment
Medium

AGE GROUP	1976			1981			1986			1991		
	M	F	T	M	F	T	M	F	T	M	F	T
0 - 4	130	125	255	142	137	279	159	154	313	171	166	337
5 - 9	135	160	295	146	172	318	164	193	357	176	207	383
10 - 14	175	195	365	189	215	404	212	241	453	228	259	487
15 - 19	205	205	410	223	223	446	251	251	502	270	270	540
20 - 24	195	160	355	215	172	387	241	193	434	259	207	466
25 - 29	140	135	275	154	146	300	174	164	338	187	176	363
30 - 34	70	80	145	77	86	163	87	97	184	93	104	197
35 - 39	80	105	185	86	116	202	97	130	227	104	140	244
40 - 44	80	90	175	86	99	185	97	111	208	104	119	223
45 - 49	105	105	205	116	116	232	130	130	260	140	140	280
50 - 54	110	125	230	120	137	257	135	154	289	145	166	311
55 - 59	90	115	210	99	124	223	111	140	251	119	150	269
60 - 64	95	115	210	103	124	227	116	140	256	124	150	274
65 - 69	85	100	185	90	107	197	101	121	222	109	130	239
70 +	165	270	430	180	296	476	203	333	536	218	358	576
TOTAL	1855	2085	3938	2026	2270	4296	2278	2552	4830	2447	2742	5189

Table 4.6.5. POPULATION PROJECTIONS

Based on Future Employment:
High

AGE GROUP	1976			1981			1986			1991		
	M	F	T	M	F	T	M	F	T	M	F	T
0 - 4	130	125	255	160	155	315	171	166	337	186	180	366
5 - 9	135	160	295	164	194	358	176	208	384	191	225	416
10 - 14	175	195	365	213	242	455	228	259	487	248	282	529
15 - 19	205	205	410	252	252	504	270	270	540	293	293	586
20 - 24	195	160	355	242	194	436	259	208	467	282	225	507
25 - 29	140	135	275	174	164	338	187	176	363	203	191	394
30 - 34	70	80	145	87	97	184	93	104	197	101	113	214
35 - 39	80	105	185	97	131	228	104	140	244	113	152	265
40 - 44	80	90	175	97	111	208	104	119	223	113	129	242
45 - 49	105	105	205	131	131	262	140	140	280	152	152	304
50 - 54	110	125	230	135	155	290	145	166	311	157	180	337
55 - 59	90	115	210	111	140	251	119	150	269	129	163	292
60 - 64	95	115	210	116	140	256	124	150	274	135	163	298
65 - 69	85	100	185	102	121	223	109	129	238	118	141	259
70+	165	270	430	203	334	537	218	358	576	237	387	624
TOTAL	1855	2085	3935	2284	2561	4845	2447	2743	5190	2658	2976	5633

5.0 PHYSICAL FEATURES AND LAND USE

5.1 Introduction

One of the major goals of a municipal plan is to promote the orderly development of land in the community. To achieve this goal and to determine the suitable areas for future development, the physical features of the community and existing land use patterns must be examined. This chapter deals with the agove-mentioned aspects of the community of Sussex.

The topics which will be considered are: bedrock geology, surficial geology, topographical features, flooding and existing land use patterns.

5.2 Bedrock Geology*

The N.B. Department of Natural Resources prepared a report containing information both for the Town of Sussex and Vilalge of Sussex Corner. The report was prepared at the request of Community Planning Branch. According to this report, both municipalities are underlain by Lower Mississippian sedimentary rocks.

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*The information with regard to bedrock geology and surficial geology is extracted from the report, Environmental Geology of Sussex and Sussex Corner, New Brunswick, October 1981, prepared by S. R. McCutcheon and J. Thibault of the Department of Natural Resources, N.B.

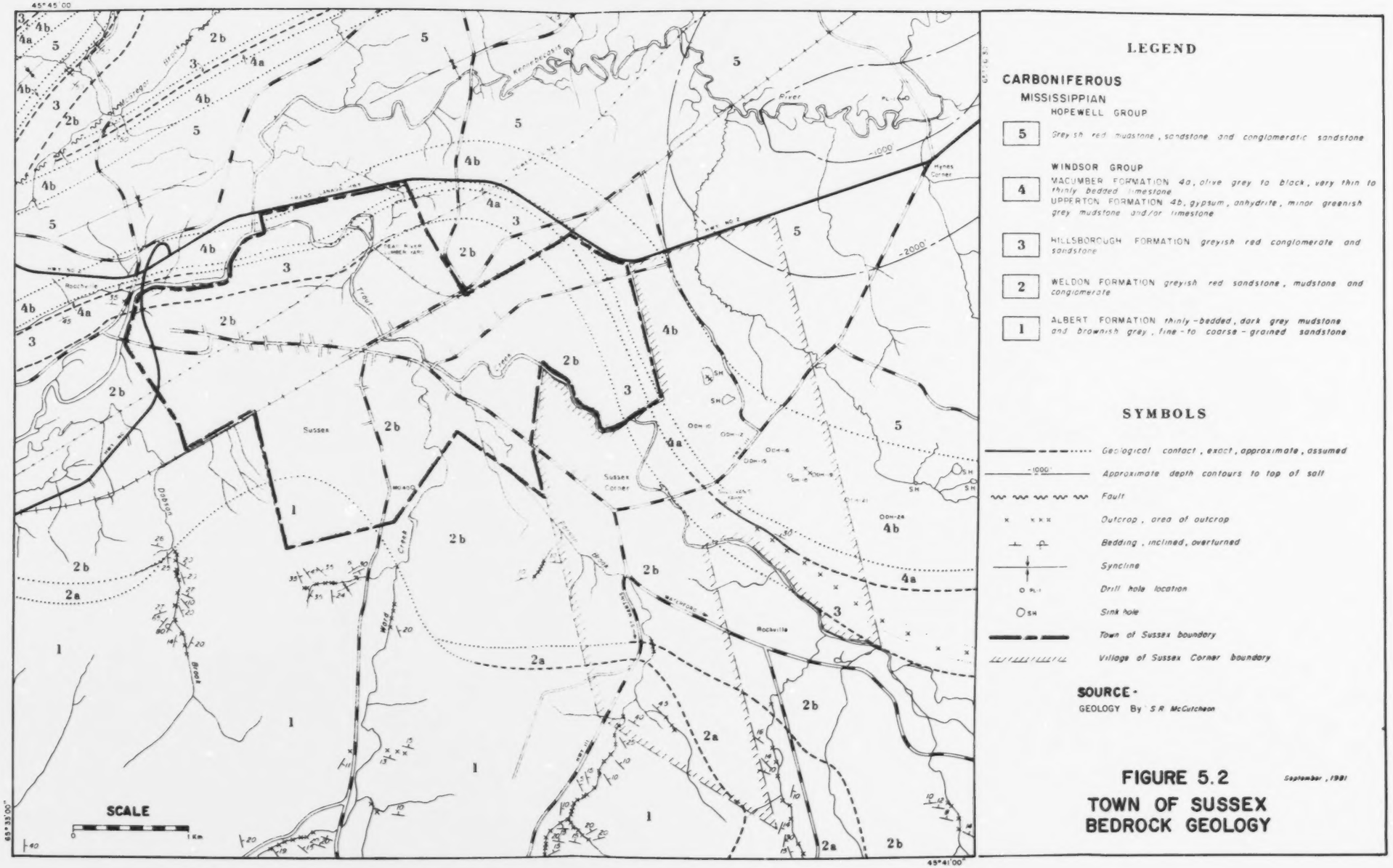


FIGURE 5.2 September, 1981

TOWN OF SUSSEX
BEDROCK GEOLOGY

Several mapable units are present as indicated by Figure 5.2. A brief description of these units is presented here.

The oldest rocks (unit 1) in the map are dark grey and fine to coarse-grained sandstone of the Albert Formation. These rocks exhibit shallow to steep dips of non-cleavage folding. The variable dips of the beds throughout the unit reflect this folding.

Greyish red to greyish green sandstone, mudstone and conglomerate of the Weldon Formation (unit 2) gradationally overlie rocks of unit 1. Two facies can be distinguished. The lower one is mainly conglomerate (unit 2a) whereas the upper one (unit 2b) is mostly sandstone and mudstone that locally contains abundant calcareous modules (coliche). Unit 2a mostly underlies the hills whereas unit 2b underlies the valleys.

Greyish red conglomerate and conglomeratic sandstone of the Hillsborough Formation (unit 3) overlie rocks of unit 2b either conformably or discomformably. Unit 3 rocks exhibit shallow to intermediate dips that are much more consistent than those in the previous units. Unit 3 Sullivan's farm to the Dead River lumber yard.

Rocks of the Windsor Group (unit 4) overlie unit 3 with structural comformity but the contact is abrupt

rather than gradational. Unit 4a, the Macumber Formation, consist of Olive grey to black, very thin to thinly bedded limestone. Unit 4b, the Upperton Formation, mainly consists of grey to white gypsum at surface but an-hydrite predominates at depth. Minor greenish grey mudstone and/or limestone may also be present. Sink holes are peculiar to this unit and aide in its delineation. Salt and potash occur in the subsurface northeast of Sussex.

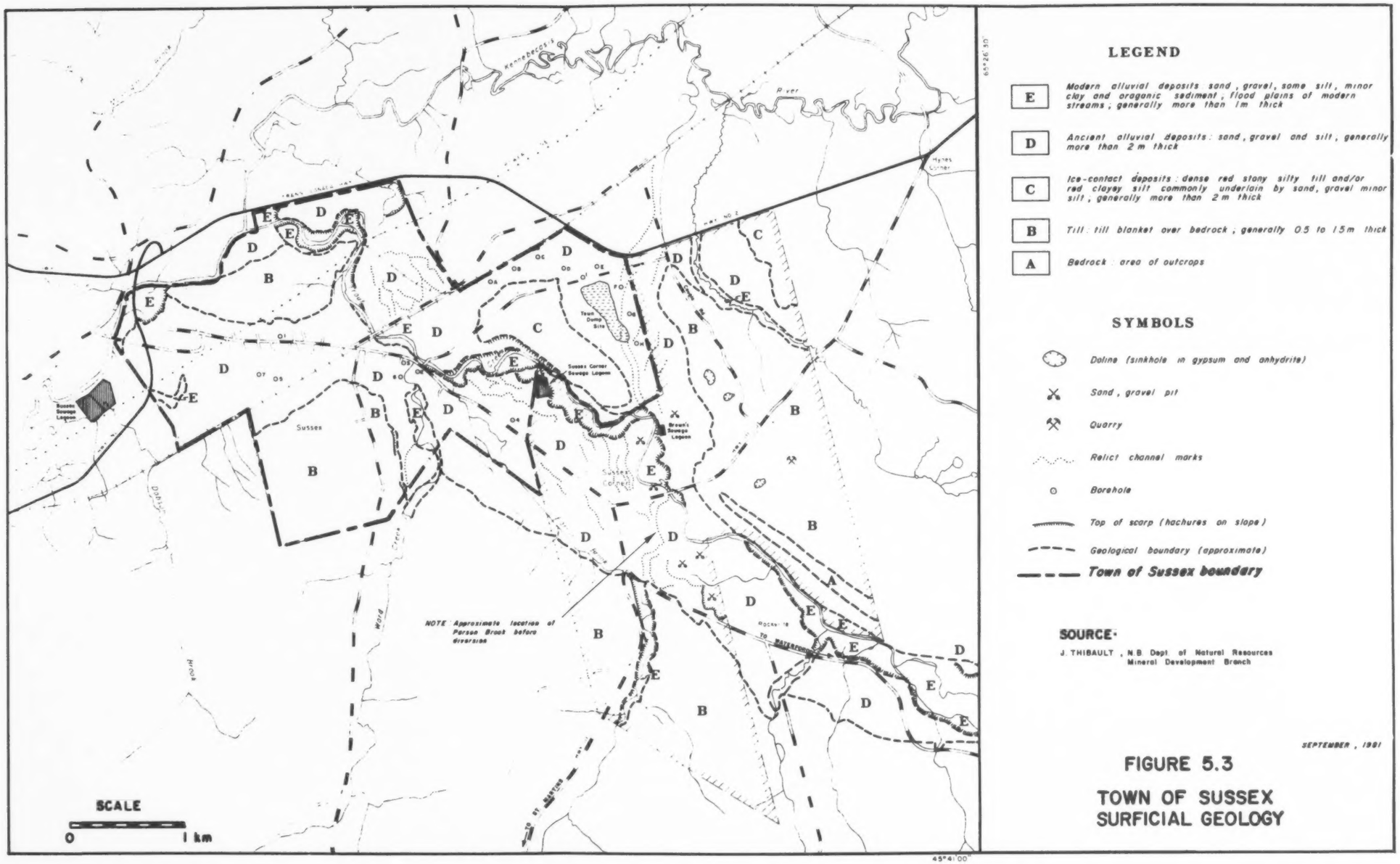
Greyish red mudstone, sandstone and conglomeratic sandstone of the Hopewell Group (unit 5) comprise the topmost unit in the Sussex area. These rocks occupy the core of the major syncline that crosses the northern part of the map.

5.3 Surficial Geology

Five surficial units can be delineated in the Sussex area and these are shown on Figure 5.3 (units A through E). A brief description of these follows.

Unit A indicates areas where rock outcrops are abundant. The bedrock geology was described in the preceeding section.

Areas mapped as unit B are generally underlain by till but morphology expressed is that of the underlying bedrock surface. The till cover is generally 0.5 to 1.5 m thick and consists of compact, red sand silt with pebbles and some cobbles.


LEGEND
E Modern alluvial deposits sand, gravel, some silt, minor clay and oraganic sediment, flood plains of modern streams; generally more than 1m thick
D Ancient alluvial deposits: sand, gravel and silt, generally more than 2 m thick
C Ice-contact deposits: dense red stony silty till and/or red clayey silt commonly underlain by sand, gravel minor silt, generally more than 2 m thick
B Till: till blanket over bedrock, generally 0.5 to 1.5m thick
A Bedrock: area of outcrops
SYMBOLS
Doline (sinkhole in gypsum and anhydrite)
Sand, gravel pit
Quarry
Relict channel marks
Borehole
Top of scarp (hachures on slope)
Geological boundary (approximate)
Town of Sussex boundary
NOTE Approximate location of Persons Brook before diversion
SCALE
0 1 km
SOURCE:
J. THIBAULT, N.B. Dept. of Natural Resources Mineral Development Branch
SEPTEMBER, 1991
FIGURE 5.3
TOWN OF SUSSEX
SURFICIAL GEOLOGY

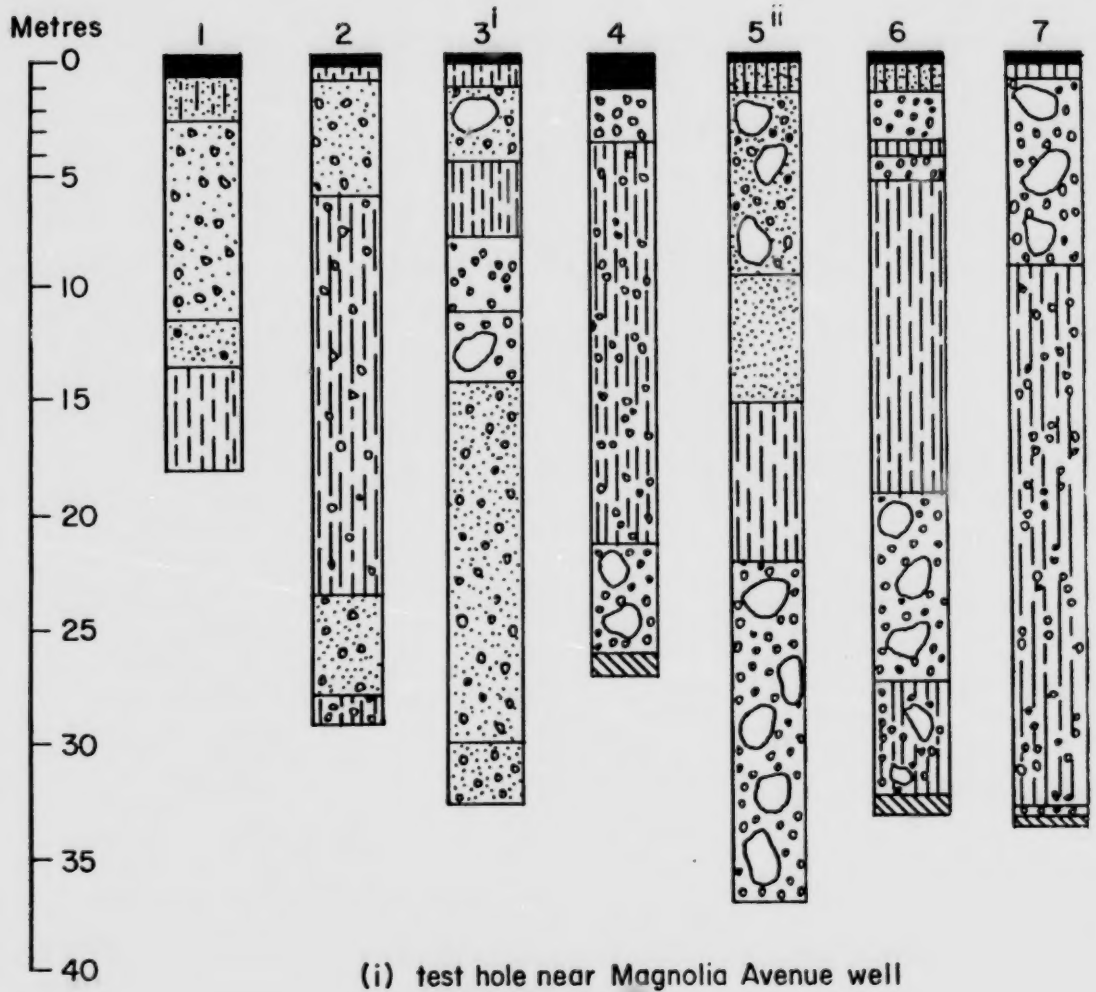
Unit C includes dense, red stony, silty till and clayey silt, probably overlying ice-contact glaciofluvial materials. The latter are not exposed within the municipal boundaries but pit exposures east of Sussex Corner show gravel and sand occuring below the till.

Sand, gravel and silt deposited by ancient and modern streams (alluvial) have been mapped as units D and E, respectively. Most of the built-up portion of Sussex and Sussex Corner is on unit D. Sediment thickness, in places, exceeds 35 m (Fig. 5.3.1).

The complex distribution of sediment types, intersected by drill holes depicted in Figures 5.3.1 and 5.3.2, reflect deposition in different settings. Abundant silt and clay suggest deposition in ponded waters (lacustrine or marine). Bouldary gravels in the lower parts of holes 4, 5, and 6 (Figure 5.3.1) are indicative of an ancient stream channel (probably glacio fluvial). Such deposits commonly have a shoe-string geometry in three dimensions analogous to the coarse gravels in the modern-day Trout Creek.

The surface of the alluvial plain bears the marks and scars of past channelling activity (Fig. 5.3). These ancient shallow channels are important, because they are reactivated during flooding and thus reduce flood damage. As witnessed by the modern streams

FIGURE 5.3.1
BOREHOLE LOGS
(International Water Supply Ltd. - 1961)



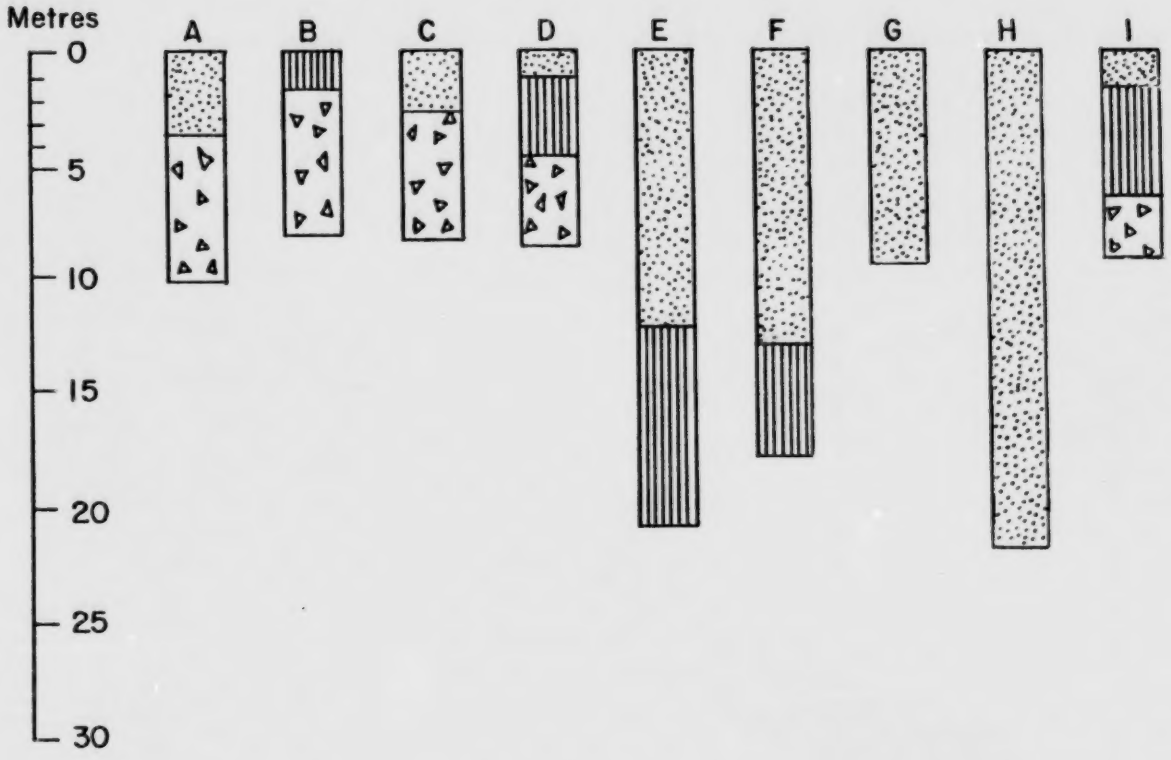
(i) test hole near Magnolia Avenue well
(ii) Albert Street well

Topsoil or fill
Sand
Boulders
Silt and /or Clay
Gravel
Bedrock

FIGURE 5.3.2

BOREHOLE LOGS

(ADI Ltd. - 1972)



Alluvium : loose to dense brown sand with gravel and some silt.

Marine: firm to stiff reddish brown silty clay

Till : dense reddish brown silty sand and gravel; some cobbles and small boulders - traces of clay

(Trout Creek, Ward Creek, and Parson Brook), channel meandering is still actively shaping the landscape.

5.4 Economic Considerations

The only commodities of economic interest associated with bedrock that are known in the Sussex area are gypsum, salt, and potash. The gypsum deposits (unit 4b) were tested by diamond drilling in 1956 by the Barret Company Ltd. of Montreal. However, there is no record of what was encountered in these holes except for a few comments in Sund's (1958) thesis.* Presumably, the deposits were not economically viable.

Salt and potash are found northeast of Sussex, but only in the sub-surface. The approximate depth contours shown on Figure 5.2 are to the top of the salt.

One other commodity deserves mention. Rocks of the Albert Formation (unit 1) contain deposits of oil shale in some parts of southern New Brunswick. However, there seems to be limited potential for such deposits in the Sussex area because of high sandstone component in the formation.

The only commodity of direct economic interest associated with the surficial deposits is aggregate.

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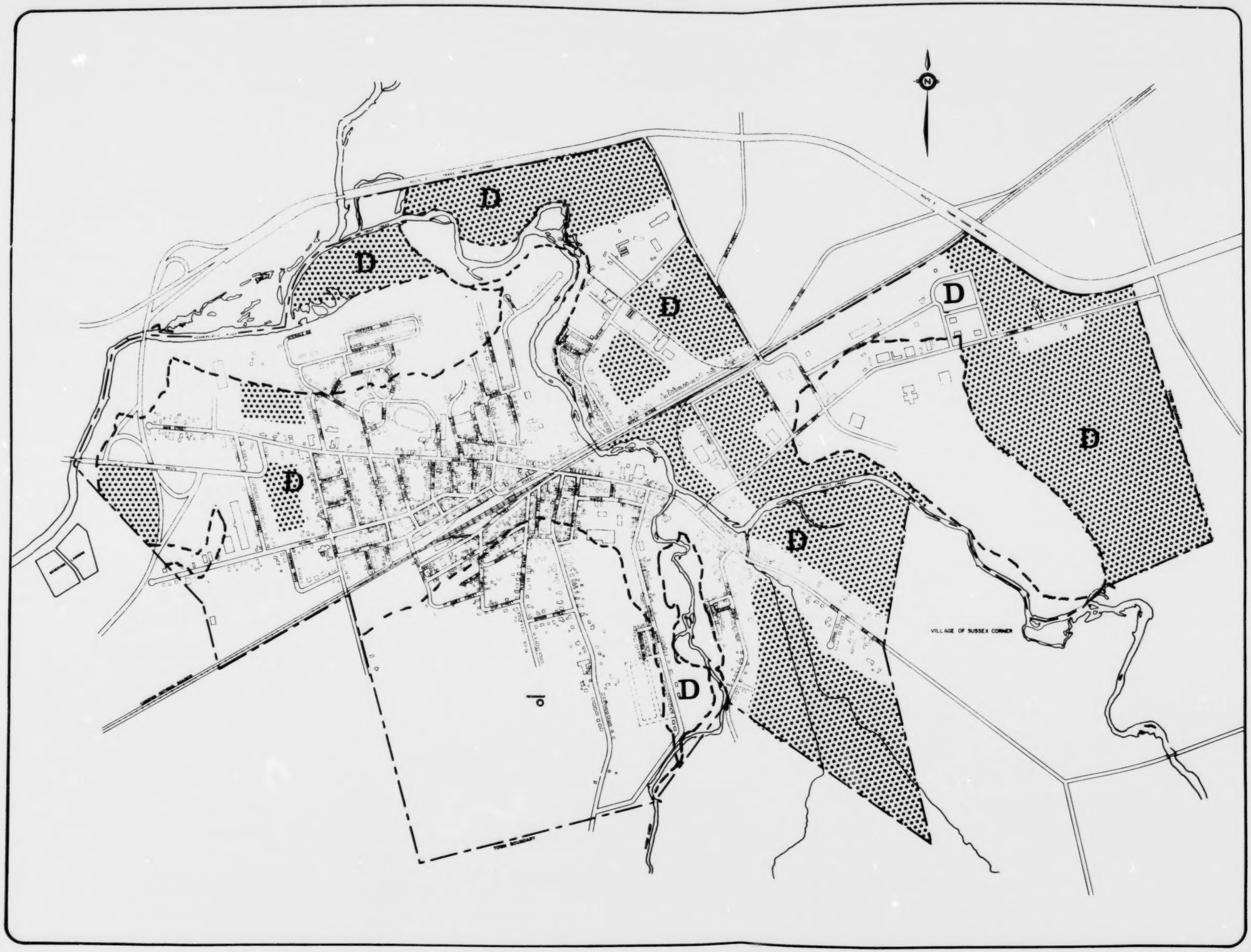
*Sund, J. O. 1958. Origin of New Brunswick Gypsum Deposits, Unpublished M. Sc. Thesis, University of New Brunswick, Fredericton, NB 122 p.



UNDEVELOPED AREAS WITHIN THE "D" AREAS

D - ANCIENT ALLUVIAL DEPOSITS: SAND, GRAVEL AND SILT; GENERALLY MORE THAN 2 M THICK

GEOLOGICAL BOUNDARY (APPROX.)

SOURCE:
DEPT. OF NATURAL RESOURCES MINES BRANCH

FIGURE 5.3.3

Town of Sussex

SUITABLE LAND FOR AGRICULTURAL PURPOSES

SCALE ECHELLE

DATE: NOV. 1981

Sand and gravel extraction has taken place in Sussex Corner along the valley of Trout Creek. However, most of the granular aggregate potential of the area has been eliminated by urban development. As commented by Brinsmead et. al. (1977), ".....extraction of granular materials from this area is not recommended, because of the agriculture potential of the soil, and because lowering the land surface to water table could render the area prone to flooding, hampering future development."*

The Trout Creek - Kennebecasis River flood plain contains some of the best agriculture land in southern New Brunswick. The soil is especially suited for gardening and the value of this non-renewable resource cannot be overstated. There are certain blocks of land shown on map as unit D (Figure 5.3.3) which are not yet developed and should be reserved for agricultural purposes where possible.

It is recommended that blocks of land shown on map as unit D (Figure 5.3.3) be reserved for agriculture purposes where possible.

---

*Brinsmead, R. A. and Finamore, P. F. 19. Aggregate resources of the Sussex map-area (21H/12) and part of the Hamstead map area (21G/9E) including surficial geology of Sussex east (21H/12E). N.B. Department of Natural Resources Branch, Topical Report 77-8.

5.5 Topographical Analysis

Topographical analysis includes slopes and swamp areas. Those are shown on Figure 5.5. Swamp areas are unsuitable for development for obvious environmental reasons. These areas are, also, unsuitable for development because of poor drainage.

In case of Sussex, most of the swamp areas are located away from developed portions of the Town except few areas along Leonard Drive, west of Bryant Drive and north of George Street, near its eastern end.

As stated earlier, slopes are also shown on Figure 5.5. From planning viewpoint, the slopes in access of 15% are not suitable for development because they are expensive to build on, expensive to provide services, and roads would be steep and treacherous, more treacherous in winter. Clearing snow on these roads in winter would be another problem. However, areas with 15% and greater slopes need to be traversed in order to access developable land.

In case of Sussex, some of these areas (with slopes 15% and greater) are already developed. This area is in the northeastern corner of the Town. It is recommended that housing development should be discouraged on those areas which have 15% and greater slopes and are not developed at present.

Lands with 10-15% slope is suitable for low density development. And lands with 0-10% slopes are generally suitable for urban development provided there

SLOPES

0 - 10%

10 - 15%

15% and greater

SWAMP

FIGURE 5.5

Town of Sussex

TOPOGRAPHICAL ANALYSIS

SCALE ECHELLE

METRES 0 100 200 300 400 500 600 METRES

FEET 0 400 800 1200 1600 2000 FEET

DATE October, 1980 GRAPHICS E. Normandin

COMMUNITY PLANNING BRANCH
DEPARTMENT OF MUNICIPAL AFFAIRS
PROVINCE OF NEW BRUNSWICK

DIRECTION DE L'URBANISME
MINISTÈRE DES AFFAIRES MUNICIPALES
PROVINCE DU NOUVEAU-BRUNSWICK

are no other constraints such as: swamp areas and flood plain areas.

In case of Sussex, most of lands with 10-15% slopes are already developed. Those which are not developed are relatively inaccessible at present. These areas (inaccessible) are located south of High Street, near the top of the hill there.

Nonetheless, most of the Town is located on relatively flat land i.e. 0 - 10% slope areas. The problem in some of this flat area is flooding which is discussed under section 5.6.

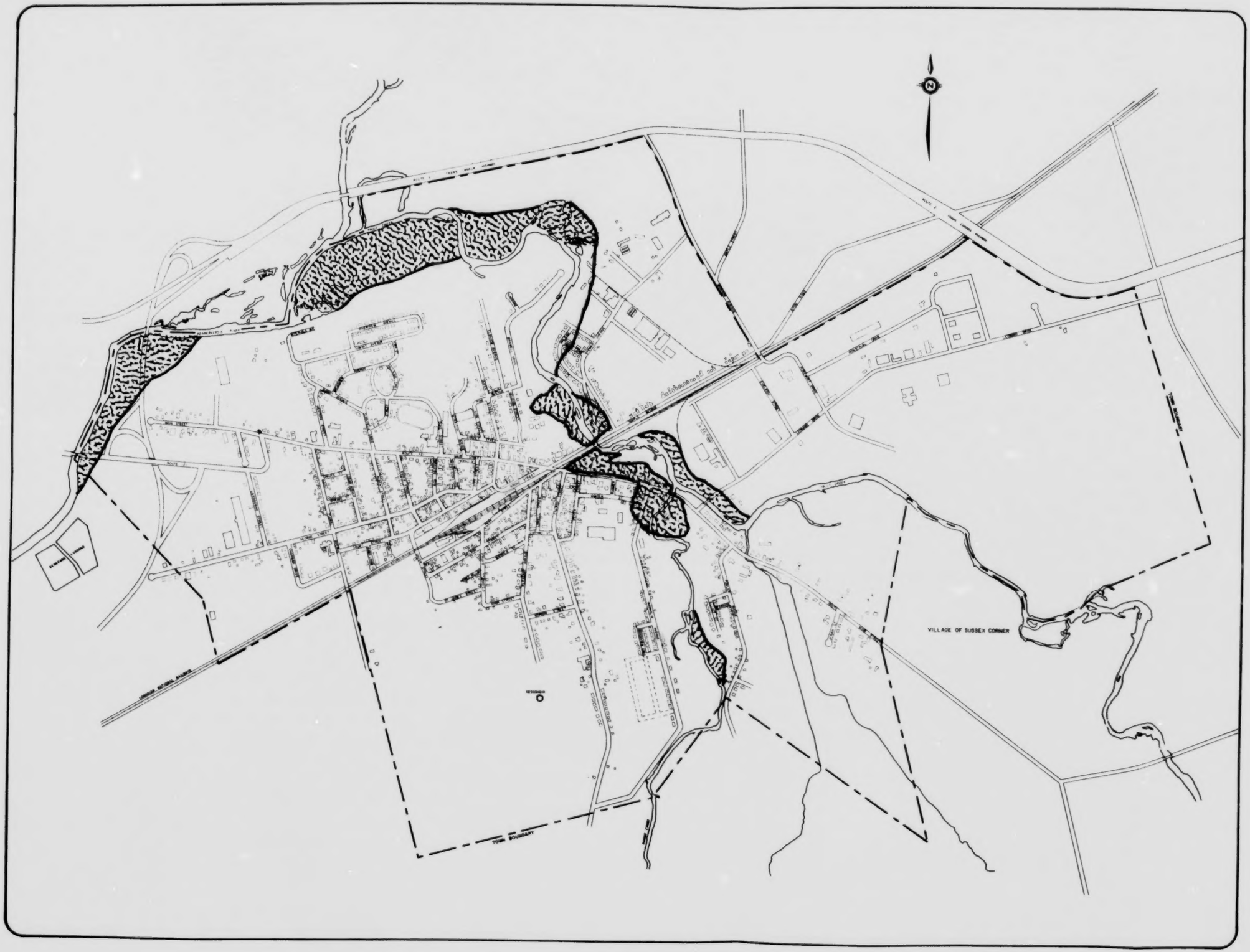
5.6 Erosion and Flooding*

Erosion along Trout Creek is a problem in Sussex and Sussex Corner. Erosion is concentrated at the meanders along this stream. Straightening of the channel to lessen erosion at a particular point should be avoided because it only aggravates erosion farther down stream.** The answer is to put rip-rap along the banks to stabilize the channel.

---

*Some of the information, on erosion and flooding was extracted from the Report by S. R. McCutcheon and J. R. Thibault, Environmental Geology of Sussex and Sussex Corner, New Brunswick, Geological Survey Branch, Dept. of Natural Resources, 198.

**H. Ryckborst, H. :Geomorphological changes after river meander surgery,: Geologie en Mijnbouw V. 59, 1981, pp. 121-128.



SOURCE:
DEPT. OF ENVIRONMENT

FIGURE 5.6

Town of Sussex

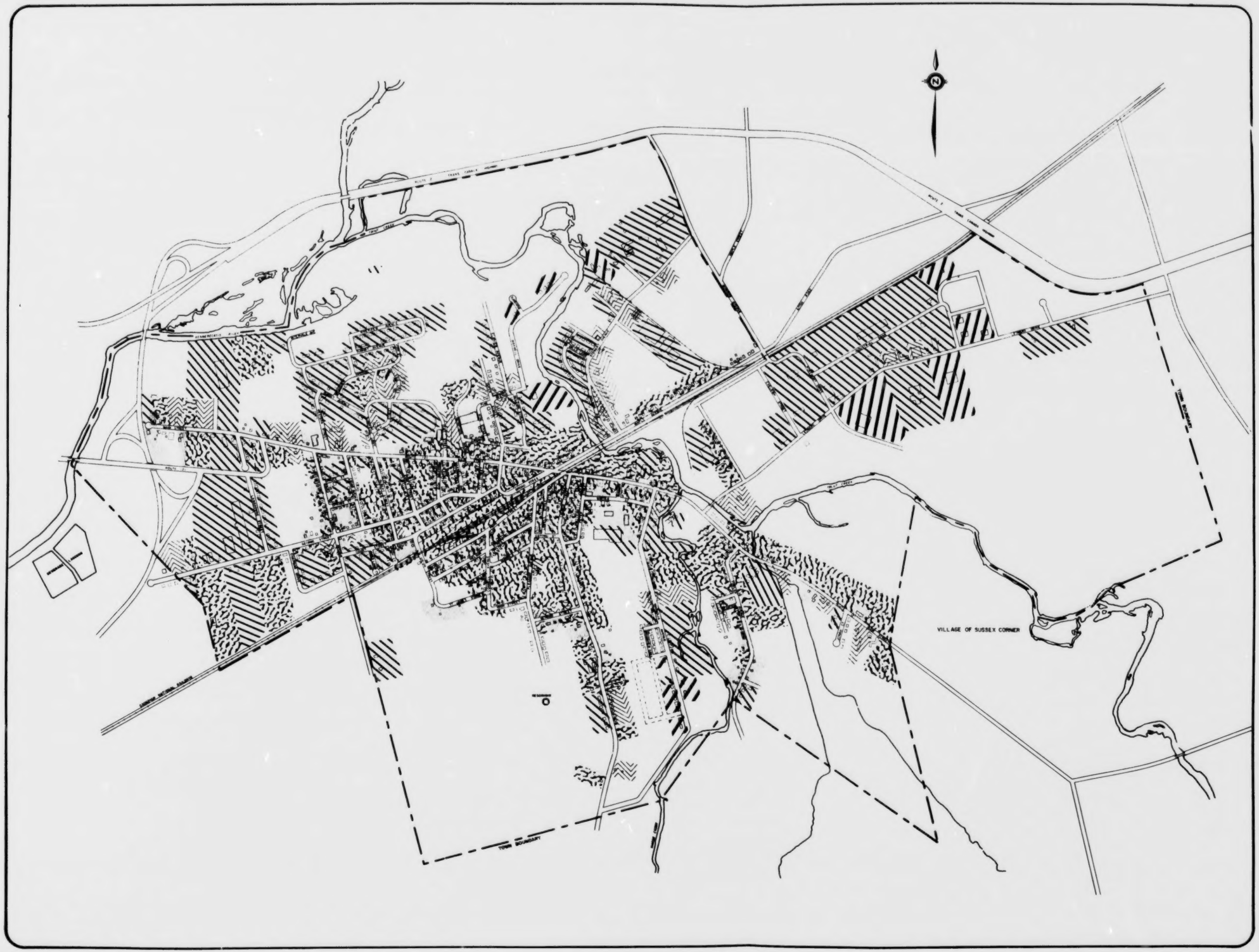
FLOOD AREAS

SCALE ECHELLE

DATE NOV. 1981 GRAPHICS

The Town has flooding problems from Trout Creek and Wards Creek. The Department of Environment has commissioned a study to identify the flood risk areas. After these areas are identified they would be designated. Future development in designated areas would be discouraged, those who wish to build would require flood proofing and would not qualify for any financial assistance in case of flood damage. (Brian C. Burrel, Personal Communication, December 1981).

At the time of preparing this document, the above-mentioned study was not completed. However, some initial information regarding flood lines were made available. This information is presented through Figure 5.6. According to this Figure, certain developed areas such as; along Mills Lane, Mclean Street, Holman Avenue (mouth of C. N. Lines) and along Main Street, Magnolia Avenue, Winter Street and Summer Street, are located within flood risk areas. The flood areas shown on Figure 5.6, however, are approximations. The outcome of the above-mentioned Department of Environment study is expected to provide the refined boundaries of the flood risk areas. It is, also, expected that this study would make recommendations as to how to control and minimize flooding problem in Sussex.



PRE 1945

1945 - 1953

1953 - 1962

1962 - 1977

1977 - 1980

SOURCE
DEPT. OF NATURAL RESOUCES AERIAL PHOTO LIBRARY.

FIGURE 5.7

Town of Sussex

HISTORICAL DEVELOPMENT

SCALE ECHELLE

DATE NOV. 1980 GRAPHICS

5.7 Historical Development

To gain an appreciation of the historical development of the Town, aerial photographs since 1945 were examined. The development patterns, as defined by air photo analysis, are presented in Figure 5.7. This analysis was completed for periods: pre-1945, 1945-1953, 1953-1962, 1962-1977 and 1977-1980.

Historically, the development in Sussex occured in fairly orderly manner. The Figure 5.7 shows that pre-1945 development was mainly concentrated in the now central part of the town. However, there was more development on the south side of the Main Street than the north side. The development expanded outwardly in all subsequent periods. Using planning terminology, historically the town developed in concentric pattern as opposed to nodal pattern.

5.8 Existing Land Use

The Town of Sussex covers an area of approximately 855 hectares (2,112 acres). An examination of the existing land use map* (Figure 5.8) shows that development in the Town took place in fairly compact manner. Most of the commercial development is located in the

---

*The information on this map is obtained through a land use survey carried out by Community Planning Branch. See Figure 5.8 on the back of the report.

central part of the Town, along Main Street and Broad Street. One of the two shopping centres is also located in the central part of the Town - east of Peter Street. The other shopping Centre (Gateway Shopping Mall) is located near the western boundary of the Town.

Most of the industrial development is located in the industrial part with few exceptions.

An estimation of land area under various land uses was made. The data obtained through such an estimation is presented under Table 5.8. This data is quite rough approximations of land areas under different uses, therefore, one should be very cautious in drawing any conclusions on the basis of this data.

The following Table shows that the predominant land use in the town is residential, that is 42.07% of total developed area. The other land uses in the order of predominance are industrial, commercial and community facilities. The agricultural use has higher acreage than commercial and community facilities but then it is a land extensive use--actually there are very few farms within the town limit. The acreage under the recreational use is 1.94% of the total developed land area.

Table 5.8 EXISTING LAND USE BY AREA

Land Use	Land Area		Percentage of The Total
	Hectares	(Acres)	
Residential	130	(322)	42.07
Commercial	31	(79)	10.03
Community Facilities (Includes churches, schools, public buildings, cemeteries and hospitals)	27	(69)	8.74
Recreation	6	(14)	1.94
Public Utilities	3	(6)	.97
Agricultural	41	(100)	13.27
Industrial	71	(176)	22.98
TOTAL	309	(766)	100.00

SOURCE: Community Planning Branch Survey

6.0 HOUSING

6.1 Introduction

This chapter of the report deals with the type, quality, housing stock and future housing needs in the town.

Historical data on housing stock was extracted from Statistics Canada Publications. The building condition data was obtained through a field survey carried out by Community Planning Branch.

6.2 Housing Stock

The housing data, extracted from Census Canada, for 1971 is presented below.

Table 6.2 Dwellings by Type - 1971

Type	Number	% of Total
Single Detached	700	58.3
Single Attached	130	10.8
Apartments and Duplexes	370	30.9
TOTAL DWELLINGS	1200	100.0

SOURCE: Statistics Canada.

According to 1971 census, there were a total of 1200 occupied dwellings in Sussex. Of this total, the majority were single detached, i.e. 58.3%. Remaining dwellings were 10.8% single-attached and 30.9% apartments. The census of 1971 did not list any mobile homes in Sussex.

According to 1971 census, the average number of rooms per dwelling were 5.7. The average number of bedrooms per dwelling were not reported.

The similar housing data for 1976 census year is presented under Table 6.2.1.

Table 6.2.1 Dwellings by Type - 1976

Type	Number	% of Total
Single-Detached	790	59.2
Single-Attached*	130	9.7
Apartments and Duplexes*	415	31.1
TOTAL DWELLINGS	1335	

The data in the above Table shows that single-detached type dwellings continued to be the most popular type - 59.2% of total. The data also shows that most of the increase in dwellings, between 1971-1976, was in the single-detached type. There was no increase in total number of single-attached type dwellings for the same period. However, there was increase in apartments and duplex type dwellings.

*Single-attached refers to two side-by-side houses with a common wall in the centre. Duplex refers to one house above the other.

During 1971-1976, the total dwellings increased by 235 - an increase of 19.6%. There was 12.9% increase in single-detached and 9.5% in apartment type dwellings.

6.3 Community Planning Branch Building Condition Survey

The staff of Community Planning Branch carried out a field survey in Sussex. For the purpose of this survey, buildings were classified into five categories. These categories are as follows:

Very Good - New, or no maintenance required at present.

Good - Only slight repainting and general maintenance required

Fair - Small repairs needed. Minor repairs needed on sheet metal (flashing, eavestroughs, downspouts); slight repairs of wall siding, roofing and trim; or major repainting required.

Poor - Major repairs and complete repainting needed. Major non-structural repairs needed(chimneys, roofing, stairs, steps and porches); or minor structural repairs needed (slightly leaning walls on a good substructure or a poor post foundation; or woodwork too close to ground).

Very Poor - Major structural deterioration. Leaning wall, sagging roof; jambs, lintels and sills which are out of plumb or not level; cracked foundation or poor masonary; a rotting structure indicated by woodwork below grade or a structure which is exposed to the weather.

The Figure 6.3 shows the building conditions in the town. The survey revealed that the predominant majority of the structures, in the town, are in very good to fair condition. There were little over 60

VERY GOOD
GOOD
FAIR
POOR
VERY POOR

FIGURE 6.3

Town of Sussex

BUILDING CONDITIONS

SCALE ECHELLE

METRES METRES

FEET PIEDS

DATE MAY 1981 GRAPHICS

COMMUNITY PLANNING BRANCH
DEPARTMENT OF MUNICIPAL AFFAIRS
PROVINCE OF NEW BRUNSWICK

DIRECTION DE L'URBANISME
MINISTERE DES AFFAIRES MUNICIPALES
PROVINCE DU NOUVEAU-BRUNSWICK

structures which were either in very poor or poor condition. Most of these structures (poor to very poor) are located within 600 metres of the centre of the town (centre is assumed to be the intersection of Broad Street and Main Street). The Community Planning Branch residential survey of the town showed that 50% respondents considered shabby buildings as a problem. The town, at present, has Maintenance and Occupancy Standards for Residential Properties By-Law (Occupancy Maintenance By-Law) as well as unsightly Premises By-Law. It is recommended that the town should strictly enforce these by-laws to overcome the problem of shabby structures in the community.

6.4 Housing Starts

The data on housing starts was obtained from the town office. This data is presented under Table 6.4

Table 6.4 Housing Starts
Historical Perspective

YEAR	NO. OF UNITS	DEMOLITION PERMIT
1976	65	--
1977	16	--
1978	94	3
1979	30	--
1980	8	--
1981	39	5
TOTAL	252	8

SOURCE: Town Office, Sussex

The total housing units built (presumably) between 1976-1981 were 252 - an average of 42 units a year. Eight demolition permits were issued during the same period, thus the total units added, since 1976, were 244. This total includes 32 units senior citizens complex and 70 beds nursing homes. The data for single-family dwellings and duplexes is as follows:

	SINGLE-FAMILY	DUPLEXES
1976	23	1
1977	16	--
1978	12	1
1979	14	2
1980	8	--
1981	7	--
TOTAL	80	4(8 Units)

Excluding senior citizens complex and nursing homes, there were 88 new housing units started. Out of this total, predominant majority were single-family dwellings. With regard to single-family, the housing starts have been constantly declining (except 1979) since 1976. The housing starts for this type were 23 units 1976 compared to only 7 in 1981. Thus Sussex is no exception to general construction slump.

6.4.1 Future Housing Needs and Land Supply

The Community Planning Branch carried out a survey to estimate the potential building lots i the town.

According to this survey, there is sufficient land in the Town to meet the future demand for land for future housing development.

The low projections (trend projections see section 4.6) for Sussex are 4,114 people and high projections over 5,000. There is plenty of land within the Town which could be developed and serviced to accommodate a population of over 5,000. Hence, the availability of residential land within the municipal boundaries is not a problem.

7.0 TRANSPORTATION

7.1 Introduction

Transportation facilities, such as street and road network within the Town, have significant impact upon: the way the Town has developed and might develop in the future.

The long range objective of the transportation component of the Municipal Plan is to: improve the spatial organization of the municipality, provide easy accessibility to residents to their place of work, schools, shopping, parks and other activities. Moreover, transportation network should serve the public with safe, efficient, reliable, convenient and economical transportation facilities.

7.2 Regional Setting

The Town is situated between Saint John and Moncton. It is served by Trans Canada Highway to Moncton and west to Fredericton and by Highway 1 with good access to Saint John. The Town is, also, served by the main line of Canadian National Railway. The Town has easy access to port facilities in Saint John.

The nearest commercial airport is in Saint John and another in Moncton.

Local truck companies are Drury's Transfer Ltd., Fanjoys and Norrad's. For long distance trucking services of Day and Ross and United Van Lines are available. For intercity bus service, SMT is available however, the bus terminal is located outside the Town.

7.3 Street Classification

For proper planning and maintenance of street systems, traffic engineers have developed a hierarchy or classification of streets based on function. This classification is as follows.

(a) Arterial Streets: Arterial streets are those providing through traffic movements between areas and across the Town. Ideally, on these streets direct access is not provided to abutting properties. Main Street within the Town is designated as arterial road.

(b) Collector Streets: Collector streets serve subdivisions or provide for the channelling of traffic between local and arterial streets. Limited direct access to abutting properties is provided. In allowing access, consideration should be given to traffic flow and safety. Magnolia Avenue, Leonard Drive, Maple Avenue and St. George Street are designated as collector streets.

(c) Local Streets: These streets provide direct access to abutting residential, business and institutional properties. The remainder of the streets (after arterial and collectors) in the Town function as local streets.

The streets by above classification are shown on Figure 7.3.

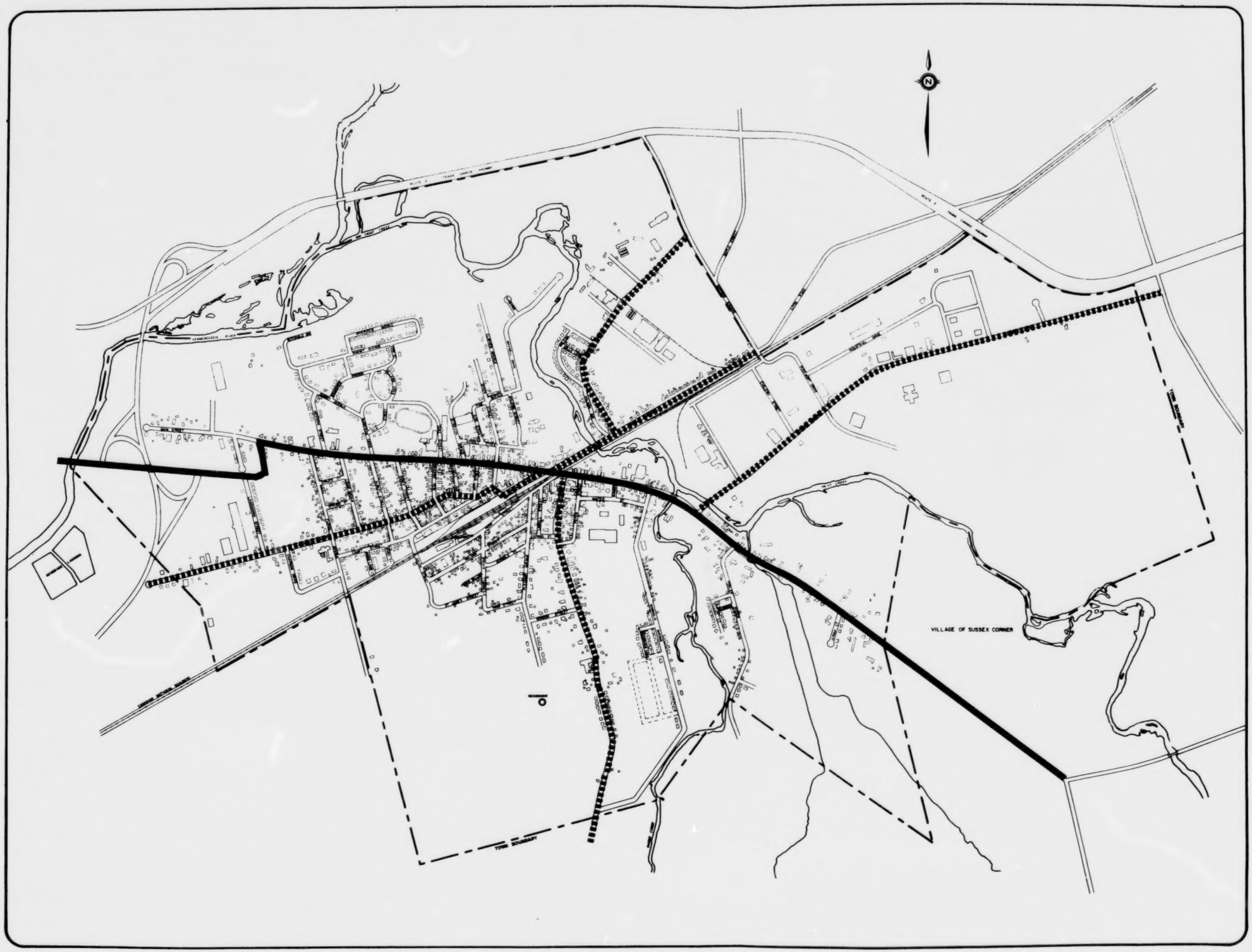

ARTERIAL
COLLECTOR
LOCAL
VILLAGE OF SUSSEX CORNER
TOWN BOUNDARY
Town of Sussex
STREET CLASSIFICATIONS
SCALE ECHELLE
DATE DEC. 1981

FIGURE 7.3

7.4 Administrative Classification

Administrative classification refers to the distinction between Provincially designated highways and municipal streets.

(a) Provincially Designated Highways. Provincially designated highways within the Town are as follows:

Route #1 (Bypass Kilometrage)

Route #121 (Main Street)

Magnolia Avenue

Interchange Ramps: Jct. Rts. 1 and 121 (Bypass Kilometrage)

Eveleigh Street

(b) Municipal Streets. The remainder of the streets within the Town are municipal streets.

7.5 Road Design Characteristics

The following Table provides road design characteristics for arterial, collector and local streets.

Table 7.5 ROAD DESIGN CHARACTERISTICS

	Arterial	Collector	Local
Design Speed	50 - 60 Km.p.h.	50 km.p.h.	30 - 40 km.p.h.
Pedestrian	Limited Crosswalks	Crosswalks	Crosswalks
Property Access	Limited - as required	Some - Controlled	Access Provided
Sidewalks	Yes: Close to School and Recreation Facilities	Yes: Close to School and Recreation Facilities	Not Required
Parallel, Curb Parking	Commercial Area - Controlled	One side only	One side only
Right-of-way	20 m	20 m	20 m
Surface Width	11 m	8 m	8 m

SOURCE: Town of Woodstock, Volume 1, Background Study

7.6 Street Condition

The Department of Transportation Survey shows that the total length of streets within the Town is 38.729 km. Of this total, 9.359 km are designated as Provincial Highways and 29.370 km as Municipal Streets.

A survey was carried out by the Town to assess the condition of streets.* The results of this survey are presented under Table 7.6.

Most of the streets within the Town are in fair to good condition. Surface condition of few of the streets is in poor condition. The problem of poor surface condition of streets is expected to be ameliorated through upkeep program of the Town.

---

*The Planner is indebted to Mr. Harry J. Brooks, Town Engineer, for providing information with regard to street conditions.

A = Asphalt

C = Concrete

G = Gravel

TABLE 7.6.

T O W N OF S U S S E X
1981 STREET CHARACTERISTICS & CONDITIONS

Name of Street	Length (km)	No.of Lanes	R.O.W.	Driving Width	Type	Surface Condition	Sidewalk
Albert Street	.394	2	50'	24'	A	Fair	A, both sides
Arnold Avenue	.414	2	50'	24'	A	Poor	A, partial N side, very poor
Broad Street	.232	2	Varies 35-65	24'	A	Fair	C, S side, new '80
Broadview Avenue	.245	2	50'	20'	A	Good	No
Brookview Avenue	.427	2	50'	24'	½A ½G	Good Good	No
Brunswick Street	.152	2	20'	20'	G	Good	No
Bryant Drive	.324	2	66'	24'	G	Good	No
Cedar Avenue	.340	2	50'	20'	A	Fair	A, E side, very poor
Chapman Drive	.216	2	66'	24'	A	Good	No
Church Avenue	1.511	2	40'	20'	A	S 1000' new '81 rest - many patches	A - 1500', E side A and C - 2400', W side
Court Street	1.064	2	Varies 40-50	20'	A	Good	½C, ½A; Court Ext. Ext. - Nil
Creek Lane	.091	2	24'	20'	G	Fair	No
Crest Street	.061	2			A	Good	No
Duke Street	.227	2	50'	20'	A	Good	A, W side
Elliott Drive	.333	q	50'	24'	A	Good	No

Source: Town of Sussex

Name of Street	Length (km)	# Lanes	R.O.W.	Driving Width	Type	Surface Condition	Sidewalk
Elm St.	.184	2	50'	20'	A	Fair	No
Elmview Ave.	.419	2	50'	20'	A	Good	No
Essex St.	.330	2	50'	20'	A	Fair	A, both W & E sides
Eveleigh St.	.382	2	66'	24'	A	Good	No
Floral Ave.	.961	2	33'	20'	A	Fair	No
Fowler Ave.	.658	2	33'	20'	Base Only	Very poor	No
Fundy St.	.085	2	50'	24'	G	Fair	No
Golding St.	.250	2	Varies	20'	A	Fair	No
Gordon Ct.	.221	2	50'	20'	A	Very poor	No
High St.	.176	2	50'	20'	A	New '81	No
Hillside Cresc.	.365	2	50'	24'	A	Fair	Partial
Holman Ave.	.285	2	33'	20'	A	Poor	No
Industrial Dr.	.869	2	66&100	24'	A	Good	No
James Lamb Ct.	.073	2	50'	24'	A	Good	No
Jonah Ct.	.196	2	66'	24'	A	New '81	No
Jones Ct.	.193	2	100'	24'	A	New '80	No
King St.	.171	2	50'	24'	Base Only	Very poor	No

Source: Town of Sussex

Name of Street	Length (km)	# Lanes	R.O.W.	Driving Width	Type	Surface Condition	Sidewalk
Lansdowne Ave. N. Lansdowne Ave. S.	] .530	2 2	50'	24'	A A	Good Fair	No 4' A, new '81
Leonard Dr.	2.038	2	66&100	24'	A	Good	C - Main to KNH, new '80'81
Lowell St.	.225	2	40'	20'	A	Fair	A, W side, poor
Magnolia Ave.	2.128	2&3	50&66'	24'	A	S end - new '80 rest - poor	A, W side partial
Main St.	4.62	2	66'	Varies	A	Fair to good	A & C
Malone Sts.	.122	2			G		No
Manola St.	.214	2	50'	20'	A	Very poor	No
Maple Ave.	1.144	2	66'	24'	A	Fair	C, N side, poor
Maxwell Dr.	.650	2	66'	24'	½A ½G	New '81 Good	No
Mills Lane	.126	2	50'	22'	A	Good	No
Morrison Ave.	.274	2	50&21'	24&21	A	New '81	C, E side partial
Murray Ave.	.159	2	50'	24'	A	Very poor	A, both W & E sides
McKay St.	.092	2	50'	20'	Base Only		No
McKenna Ave.	.198	2	50&66'	24'	A	New '81	No
McLean St.	.480	2	50'	22'	A	Good	No
Nelson St.	.449	2	50'	20'	A	Fair	C, ½ N side, new '80; ½ A
North St.	.097	2	50'	20'	A	Good	No

Source: Town of Sussex

Name of Street	Length (km)	# Lanes	R.O.W.	Driving Width	Type	Surface Condition	Sidewalk
O'Connell Ave.	.354	2	50'	24'	A	Good	C, W side, fair, new '79
Oxford St.	.122	2	50'	24'	A	Good	C, N side
Paradise Row	.259	2	50'	24'	A	Very poor	C, both W & E sides
Park St.	.716	2	33'	24'	A	Fair	C, ½ S side
Perry St.	.320	2	80'	24'	G	Poor	No
Peter St.	.343	2	40&50'	24'	A	Fair	A, ½ W side, poor
Pine St.	.211	2	50'	20'	A	Partial new '81 rest - poor	No
Pitt St.	.153	2	50'	24'	A	Very poor	A, both W & E sides
Pleasant Ave.	.762	2	50'	24'	A	Fair	C, partial W side
Prince William St.	.084	2	24'	20'	G	Poor	No
Princess St.	.061	2	50'	24'	G	Fair	C, W side, new '79, good
Queen St.	.747	2	50'	24'	Base Only		A, both W & E side, very poor
Reardon St.	.063	2	50'	24'	A	Good	No
Riverview Ave.	.262	2	50'	20'	A	Good	No
Rosemont Ave.	.602	2	50'	24'	A	New '80'81	C, W side, new '80
St. George St.	1.452	2	66' to Essex, 50'	24'	A	Fair	A, Queen to Essex; C, Essex to Bud's Grocery, new '80
St. James St.	.213	2	66'	20'	G	Fair	No

Source: Town of Sussex

Name of Street	Length (km)	# Lanes	R.O.W.	Driving Width	Type	Surface Condition	Sidewalk
Sprague St.	.122	2	40'	20'	Base Only		No
Spruce St.	.122	2	50'	20'	Base Only		No
Stewart Ave.	1.067	2	50' to Holman, 66'	20'	A	Fair to poor	C, E side, Maple to intersection
Summer St.	.084	2	50'	24'	A	Fair	No
Summit Ave.	.953	2	66'	20'	A	Fair	A with white line, S & W side
Sunnyside Dr.	.549	2	66&50'	20'	A	Good	A with white line, W side
Sunshine Gardens	.048	2	66'	24'	A	New '81	No
Union St.	.335	2	50'	20'	A		No
Vail Cresc.	.518	2	100'	20'	A		No
Western St.	.279	2	50'	20'	A		A with white line, W side
Winter St.	.349	2	50'	24'	A		A, S side, very poor
York St.	.145	2	50'	20'	A		No

Source: Town of Sussex

8.0 COMMUNITY SERVICES AND FACILITIES

8.1 Education

Education is a basic community facility. The Provincial Department of Education maintains responsibility for financing school construction, establishing district boundaries and building standards. The Dept. of Education also maintains responsibility for curricula and teacher training.

The Town of Sussex falls within district 18. The districts 18 and 19 have combined administrative offices in Hampton with one superintendent looking after both districts. The Dept. of Education is in the process of revising district boundaries. As a result of this revision, there is a possibility that each district might have its own district superintendent. The office of superintendent provides overall administrative supervision and also serves as a link between district school boards and the Dept. of Education.

The responsibilities of a school board include making decisions regarding: bussing, establishing boundaries of school for bussing purposes and hiring administratives, etc.

There are three schools in Sussex: Sussex Elementary, Sussex Junior High and Sussex Regional High School.

8.1.1 Sussex Regional High School

The school building is fairly new. The school was opened in 1979. It is located on Leonard Drive adjacent to Sussex Health Centre. The grade levels are 10 - 12.

The student enrollment in 1980 was 641 students. The total capacity of the school is close to 800 students. According to the Principal of the School, Mr. Donald Racker, approximately 40% of the students come from the Town itself and the rest are bussed from the surrounding communities.

The facilities of the school include 27 classrooms, a science lab, an industrial lab, a home economics room, a business lab, a library and a gymnasium. Playground include a soccer field.

The School Board has a policy to permit community use of school facilities on a rental basis. The amount of rent charged is based on the purpose of the use. The facilities used most by community groups are: a theatre which has seating capacity of 380 people, and a regulation size gymnasium. The type of community groups which use their facilities are: Theatre groups, Sussex Drama groups and Boy Scouts, etc.

8.1.2 Sussex Junior High School

This school is located on Main Street in downtown Sussex. The school was built in 1923. This school originally was a combined facility for both Junior

and Senior High. In 1979, grades 10 - 12 were moved to the new Sussex Regional High School. At present, it has grades 7 - 9.

The enrollment in 1981 was 654 students. The maximum capacity of the school is 936 students. 50% of the students come from the Town, the rest are bussed from the surrounding communities.

The school facilities include 26 classrooms, one home economic room, a gymnasium which is also used as an auditorium. The school has a playfield which is used for tracks and soccer field. The lot size on which school is located is approximately 4 acres.

The community use of school facilities is encouraged. Certain classrooms are used for night classes. Community College classes are also held in the school. There is mini basketball. Boys and Girls club rent gyme once in a while. Other interest groups and service groups rent school facilities also.

The building of the school is fairly old. Presently, the Department of Education is carrying out some renovations. School requires some structural changes. Interior renovation is also required.

According to school principal, Mr. Donald Jones, improvements are required to provide enough facilities to carry out junior high school curriculum. Mr. Jones recommends that school should have a cafeteria, a separate teaching theatre and the science lab should be renovated.

8.1.3 Sussex Elementary School

This school is located on Duke Street. The school was opened in 1961. The educational level is grades 1 - 6.

The enrollment in 1981 was 700 students. The school capacity is 780 students which includes 6 portable classrooms. Without portable classrooms, the school facilities would be overcrowded. Over 80 percent of the students are bussed from surrounding communities. Rest come from the Town.

The facilities of the school include 22 classrooms plus 6 portable classrooms, a small gym, a small library and a small playground. There is also one music room.

There is some community use of the school. It is used for karate club two nights a week and for mini basketball once in a while.

The principal of the school, Mr. Kevin Kilfoil, feels that the school is poorly located. The Duke Street is not safe for children who walk to school. The problem is partially rectified through posting signs, etc. The Duke Street does have a sidewalk.

8.1.4 Post-Secondary Facilities (Private)

The Bethany Bible College is located in Sussex. This college was originally opened in 1945 in Woodstock, New Brunswick. In 1947, it was relocated in Nova Scotia

and in 1965 it was relocated, once more, in Sussex, New Brunswick -- its present location.

The college provides training for ministers and missionaries. Grade 12 education is required for admission. B.A. and B.Sc. degrees in Christian Education is offered. The president of the college is Mr. Ronald E. Mitchell.

Some of the buildings of the college are as old as 1965. The president's house was built in 1979. Some of the dormitories were built in 1970's.

The total enrollment, in 1981, was 250 students which included full-time and part-time students. One hundred fifty of these students were living in dormitories.

The college facilities include 150 student dormitory capacity, one large classroom which holds 80 - 100 students and there are 6 other classrooms. At times chapel is used for classroom instructions.

In 1981, there were 151 students from New Brunswick, others came from other parts of Canada, some from United States and few from other parts of the world.

In the existing zoning-by-law of the Town, the college property is zoned as residential. It is recommended that college property should be zoned institutional in the revised municipal plan.

8.1.5 Future Educational Needs

It is difficult to calculate the space requirements for future educational needs because of bussing of students from surrounding rural areas to schools in Sussex. However, if the population of Sussex goes over 5000 by 1991, some increase in school age population is expected. According to rough calculations, this increase will be 16% over 1981 school age population. If the proportions of students from the Town in all three school remains constant in the future, the existing schools have capacity to accommodate in 1991, a 30% increase in school population, from the Town, over 1981 population. Thus, according to these calculations, future expansion of classroom space is not required. Nonetheless, an increase in enrollment will be experienced which may create few more teaching positions. Increase in elementary school population could probably be accommodated in Sussex Corner Elementary School.

8.2 Health Facilities

The Town of Sussex is served by the Sussex Health Centre. The health services and related staff at the centre is as follows:

a) 9 active family physicians, among these are two surgeons and two anaesthetists.

b) Specialty clinic provided by specialists from Saint John in i) orthopediacs, ii) internal medicine, iii) physchiatry, iv) obstetrics and gynecology, v) plastic surgery, vi) urology.

c) One full-time and one part-time radiologist

d) Three dentists

e) Mental health clinic nurse, a social worker and a physchologist.

f) Public Health clinic.

g) Pharmacy service with a full-time nurse and a part-time pharmacist.

h) Laboratory service

i) Three x-ray technicians and one E.C.G. technician. E.C.G.'s are transmitted by phone to Saint John for reading by cardiologists.

j) One physiotherapist, one physiotherapist--occupational therapist and one inhalation therapy aide,

k) one speech pathologist

l) emergency department-covered by voluntary physicians on call system.

m) a community ambulance service available out of the Health centre at all times.

n) 55 inpatient beds including: paediatrics, medical-surgical, 8 bassinet nursery, delivery suite, one major and one minor O.R., special care unit of 5 beds, isolation rooms,

o) a day surgery program utilizing both surgeons and dentists.

p) the service of a full-time dietition providing both inpatient and outpatient counselling, as well as community education.

The Sussex Health Centre services an area of some 25,000 people scattered throughout the rural community around and about Sussex. This community encompasses a radius of approximately 20 miles and includes the Town of Sussex (population 4,000), the Village of Sussex Corner (population 1,000), the Village of Norton

(population 1,500), and the Village of Cambridge Narrows (population 500), with the balance of population being rural.

The population of the service area is expected to grow at a much faster rate over the next few years. The population of the Town of Sussex is expected to grow at a faster rate too mainly because of potash developments. Other communities around Sussex are expected to experience faster growth as well.

The Health Centre has a special relationship with the Kiwanis Nursing Home as both share management at the top and many services. The nursing home is physically connected with the Health Centre. The Nursing Home, at present, has 70 bed capacity and it is cited on its ground in such a manner that it can be eventually expanded to 200 beds. The Health Centre is cited in similar manner and can be expanded if so required.

The Health Centre has long standing relations with Saint John General Hospital and utilizes its consultative advice in areas such as: cardiac care, specialized equipment, biomedical engineering, purchasing and in-service education. Such relations benefit the residents of the Sussex and the Health Centre service area in terms of health facilities and health care.

The Health Centre also has working relationships with the Moncton Hospital. It co-oeprates with Moncton Hospital in such matters as; joint purchasing as with Saint John General Hospital, the exchange in staff for educational purposes, the joint participation in educational programs, etc. Such co-operations helps improve the health services provided to the residents of the Town and service area.

8.2.1 Office Facilities

The Health Centre has facilities on the third level of the building for professional offices. Included at present are: offices for the Public Health Nurses, Public Health Sanitary Engineers, two optometrists, one optician dispensary, a dental suite with two dentists, one physician suite with three physicians, one single physician suite, one double physician suite, mental health nurse clinic space, one single physician's office available and other unfinished space.

In addition, the Health Centre Administration will advise and assist in locating in Sussex or one of the surrounding communities. This assistance includes: tour of the facilities and communities, introductions to people in communities who can help, etc.

8.2.2 Adequacy of Hospital Facilities in Sussex

The services provided by the Sussex Health Centre are considered satisfactory and adequate at the time of preparing this document. However, with population growth in the Town of Sussex and rest of the service area of the Health Centre the facilities may require to be expanded. Discussions with the hospital administration revealed that the administration is very sensitive and responsive to the needs of the people the Health Centre serves. The administration has a policy to carry out surveys to assess the health care needs of the population and to match the services and facilities to such needs. The Centre, through co-operation with Saint John General Hospital, Moncton Hospital, and the community it serves, continuously tries to improve the health facilities and services.

The occupancy rate, at the Centre, is presently 80%. According to Mr. Lloyd Secord, the Centre Administrator, the ideal occupancy rate for a small hospital like Health Centres would be 75%. However, he considers 80% occupancy rate acceptable. There is some problems with regard to space for special care such as maternity and pediatric wards. Once a month, there is overcrowding problems but the problem is overcome by utilizing beds in general medical and surgical areas.

The outpatient clinic functions very satisfactorily. Specialists come from the Saint John General Hospital to staff the outpatient clinic. Different specialists are available on different days of the week.

According to Mr. Secord, there is shortage of specialists in medical field and also there is a shortage of physiotherapists and speech therapists. This shortage is felt Province-wide.

The distribution of 55 beds is as follows:

Maternity:	6
Pediatric:	6
Intensive Care:	6
General Medical and Surgical:	37

If the population does grow in the service area as expected and to expand the Health Centre does become a necessity, the existing structure is cited on its grounds in such a manner that it can be easily expanded to accommodate such future need.

8.3 Police Protection

The Town has its own police force. This force consists of 10 policemen including the Police Chief. The work load for police increases during shopping hours as a substantially large number of people from surrounding rural settlements come to shop in Sussex. However, the Town considers police services adequate.

8.4 Fire Department

The first fire department in Sussex was established in 1901. The existing fire protection services are considered adequate.

Presently, the fire department has a volunteer fire chief and a deputy chief. There are 48 other volunteers. The equipment includes 3 tankers, 1 rescue van or salvage van, and one ladder truck.

The Town has its own water system, and fire hydrants are located throughout the Town. There is no fire flow pressure problem except for small areas along Main Street. At the time of writing this report, the Town was in the process of rectifying this problem.

The Town provides fire protection services to surrounding rural area through an agreement with the Province.

8.5 Library

The Town is served by a public library. The library is located on Main Street in Sussex. It is a one-storey building with a small office in a corner. There will be space for a micro-film reader after the vault in the room is removed. The Sussex Library is administratively part of Saint John Regional Library. The Province provides money for salaries and books and the Town provides the building and maintenance. The

Town also provides furniture and it is considering to buy a copier or duplicating machine for the library.

At present, the library has 11-12 thousand books. It is also equiped with an audio section and record library.

Peak circulation is approximately 400 books a day. On the average, 250 books are borrowed a day. There is considerable junior circulation i.e. use by school children. Schools at certain reading level, use library. There are orientation programs for elementary students.

The library staff consists of one full-time librarian and some part-time assistance approximately 10 hours a week.

This library was established eight years ago, According to Mrs. Pat McCleave, the librarian, the library serves an approximately 20 square mile area. The residents of Cole Island, Chipman, Alma and Fundy Park also use the library. The people from Peticodiac came to Sussex to use the library but now they are getting their own library.

Given the large number of users, Mrs. McCleave feels that there is a need for more space to accommodate them and also to accommodate more books and other material. Moreover, there is no space for programs such as film shows, etc.

The building in which the library is located is

owned by the Town. Other Town-owned portion consists of a room and some storage space. This portion is rented and it is used for general merchandize. Mrs. McCleave suggests that the Town should consider to make this portion of the building available for library use.

The library does not have its own parking facilities. However, parking is not considered a problem. There is store parking with the building, across the road parking space of another store is used and then there are some Town parking along Main Street.

8.6 Recreational Facilities

The Recreation and Regional Development Branch of the Department of Youth, Recreation and Cultural Resources is in the process of carrying out a recreational study. After the completion of this study, the Town shall study the recommendations and may make changes in the Municipal Plan to incorporate the recommendations.

Without the advantage of the results from the above-mentioned study, the detail analysis of recreational aspect is not possible. However, a short description of existing facilities and programs is included here.

The major recreational facility located in the town is the 8th Hussar Sports Centre. This centre

has an ice rink (200' X 85'), a seating capacity of 2500 people, a community room and 4 dressing rooms. The activities at this centre include: minor hockey, figure skating and adult hockey (male and female). In addition to sport activities other functions are held at the Centre as well, such as: "country living days", fall fair, teen dances, special shows and exhibits, chess club activities, dance classes and social dances, etc.

Not far from the Centre is basketball field. On the south side of the Trout Creek, from the Centre, is O'Connell Park. This park has facilities such as: a softball field, tennis courts, an outdoor swimming pool and a playground for children.

There are three more softball fields, besides the one in O'Connell Park, in the town. These are: Save Easy I, Save Easy II, Carr Field.

Malone Park and Sunnyside Park have playgrounds for children. Then there are tot-lots such as: Barbours and Pearson Park.

Other municipal owned recreation facilities include Tank Hanger Field, CN Park, Elliot Park and Burton Park. The first one (Tank Hanger Field) is used for horse shows, carnivals and soccer. The other three are passive parks.

The residents of Sussex also have access to commercially operated facilities such as: Sussex Golf

and Curling Club, Sussex Corner Bowling Alley and Catholic Bowling Alley. Then there are numerous churches in the town which hold recreational events of some sort in their halls. Two of the churches have small gymes.

The residents also have access to Sussex Golf and Curling Club located just outside the town, and downhill as well as cross-country skiing at Poley Mountain. Also, there are three schools in the town, which have recreational facilities. Finally, there are numerous other activities, which are sponsored by other groups then Town's Recreation Department, that the residents can take part in.

In conclusion, one may say that the residents of town have multitudinous recreational facilities and activities available to them.

9.0 UTILITIES

9.1 Sanitary Sewers

The town is serviced by municipal sanitary sewers. There are problems with the existing collection system. In certain parts of the town the sewer pipe material is terracotta. This material is permeable. In spring when water table is high and there is flooding, ground and storm water seeps into these pipes. This overloads the system.

The terracotta pipes are in the old residential area--Pitt Street to Floral Street and St. George Court on the south side of railway track, and Park Street, Nelson Street, Pleasant Street, Church Street, Peter Street and Winter Street on the south side of the tracks. It is recommended that these pipes should be replaced where cost-effective.

The Town has two types of treatment facilities. There are two stabilization ponds located outside the western boundary of the Town on Kennebecasis River. The two ponds are side by side and operate in series. They were built in 1967-1968 and receive waste from 600 residences, some light industrial plants and several commercial establishments including the Gateway Mall. The ponds are each 7.6 acres in size. They are operating satisfactorily and produce an effluent which meets acceptable standards.

LIFT
STATION 9
TOWN BOUNDARY

SOURCE :
TOWN OF SUSSEX WORKS DEPARTMENT

FIGURE 9.1

Town of Sussex

EXISTING SANITARY SEWER

SCALE ECHELLE

DATE January 1981 GRAPHICS cj/peddler c.p.l.

COMMUNITY PLANNING BRANCH
DEPARTMENT OF MUNICIPAL AFFAIRS
PROVINCE OF NEW BRUNSWICK

DIRECTION DE L'URBANISME
MINISTERE DES AFFAIRES MUNICIPALES
PROVINCE DU NOUVEAU-BRUNSWICK

The other facility is an oxidation ditch located near Sussex By-pass (Trans-Canada), near northern boundary of the town on Trout Creek flood plain area. The consulting firm ADI Ltd. (of Fredericton) carried out a preliminary study of the waste water treatment system in 1981. According to this study, there are serious problems with the oxidation ditch. One of the problems is the excess waste water flow into the plant. This overflow completely overwhelms the ditch, washing out the micro-organisms which treat the waste, thereby disrupting the treatment process. With an oxidation ditch, the recovery time from such a disruption can be as long as three to four weeks. The ditch is also frequently overloaded with organic matter. The main source of organic matter are the various food processing plants in the town.

According to the ADI study, referred to above, the plant itself needs fairly major repair work. The concrete pedestals for the cage rotors have deteriorated badly with large portions of concrete missing and some of the reinforcement exposed. The motors for the rotors and the clarifier are reported to be in poor condition as well; the problem with motors is that they are submerged with every flood. If motors were mounted on platforms at a height above flood level, repair and replacement expenses would be greatly reduced.

Some of the recommendations made by consultants (ADI Limited) are as follows:

1. The Town should try to reduce infiltration to its present sewer system--where cost effective, and minimize infiltration in new sewers. The Town should ensure that both storm and sanitary sewers be placed in all new residential, industrial and commercial developments.

2. Efforts should be made to attenuate the peaks of industrial discharges affecting the oxidation ditch, through;

   a) slow release of industrial waste water

   b) the use of holding tanks.

3. The most economical means of upgrading the existing system to meet future demands is to combine waste water treatment in one centralized facility located at the stabilization pond site.

The Town should further study the above recommendations and take steps to minimize the sewage collection and treatment problems.

9.2 Storm Sewers

There are piped sewers in certain parts of the town as shown on Figure 9.2. During springtime, there are certain problems. These problems are caused by flooding when water backs up. This results in flooding of basements and storm water gushes out of manholes. Also catchbasins do not function as water has nowhere to go. As stated under Section 9.1, there is also infiltration of storm water into sanitary sewers--which overloads the sanitary sewer system.

FIGURE 9.2

Town of Sussex

EXISTING STORM SEWER

SCALE ECHELLE

DATE FEB. 1982 DRAWN E.R.H.

Proper control of floods in the town would greatly reduce the storm sewer problem. Also, it is important to install proper storm sewers in new residential, industrial and commercial developments--this will help eliminate the aggrevation of existing problems.

9.3 Water*

The town water system is supplied from three wells developed in the lower gravel acquifer. The first well (Albert Street #1) is on the east side of Albert Street, 45 m south of George Street, at the site of testhole 5-61. This well was constructed in 1962, and is equiped with a turbine pump with a rated capacity of 500 IGPM (Imperial Gallons per Minute).

The second well (Albert Street #2) is at the same location, about 6 m east of Albert Street #1. It is equiped with a submersible pump rated at 300 IGPM, and was constructed in 1969.

The third well, located about 45 m east of Magnolia Avenue, at the pumping station opposite Winter Street, is 33 m deep, cased in 12-inch diameter to 31 m depth, and equiped with a stainless steel screen between 31 and 33 meters depth. Pumping tests indicate an optimum

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*The imformation presented here on "Water" is extracted from a report prepared by Mr. R. A. Brinsmead Hydrology of the Town of Sussex, New Brunswick, Water Resources Branch, Department of Environment, Province of New Brunswick. This report was prepared on the request of Community Planning Branch.

of 600 IGPM for Magnolia Avenue well. The well was constructed in 1976.

The total capacity of the present system then is 1400 IGPM, which is equivalent to about 2 million imperial gallons per day, based on 24 hour pumping. The town feels that the system is adequate to support a 50% increase in demand, corresponding to a population increase from the current 4000 people to about 6000, and an equivalent increase in industrial demand. There are no problems anticipated as far as the adequacy of the supply is concerned.

9.3.1 Recharge Characteristics and Extent of the Aquifir

Although the upper gravel unit is probably recharged mainly by direct infiltration of precipitation, the source of formation water in the lower glaciofluvial gravel is probably more distant. The substantial thickness of impervious clay and silt overlying the glacio fluvial gravel precludes any significant local recharge, and in addition, the artesian conditions in this equifer, reflected in a piezometric surface generally above the top of the clay, render the downward movement of water through the clay impassible under natural equilibrium conditions.

The discontinuous extent of the till layer beneath the lower gravel, as evidenced by the absence of till

in several boreholes leaves the groundwater regime of the gravel aquifer free to interact with that of the bedrock. Slight elevation of certain chemical parametres such as sulphate, hardness, potassium and magnesium in the gravel waters, particularly at the Albert Street well location, may suggest minor movement of water from bedrock into gravel, but this is probably vastly overbalanced by through flow of water from relatively distant recharge sources. The major area of recharge is probably in the Trout Creek Valley in the area above Sussex Corner, with flow towards the downtown area and the Sussex municipal wells, and beyond to an unknown area of discharge.

With regard to the extent of aquifer, the groundwater exploration boreholes in the downtown area intersect the aquifer at several locations, one of which is at the pumping station on Magnolia Avenue.* In this vicinity, the aquifer is limited to the area between Trout Creek and the bedrock slope behind Magnolia Avenue and the upper end of Peter Street. Exploration would probably be unproductive closer than 100 metres from the base of bedrock slope. West of the town centre, the zone of potential is assumed to be bounded on the south by a line about 100 metres from the base of the bedrock slope extending westwards

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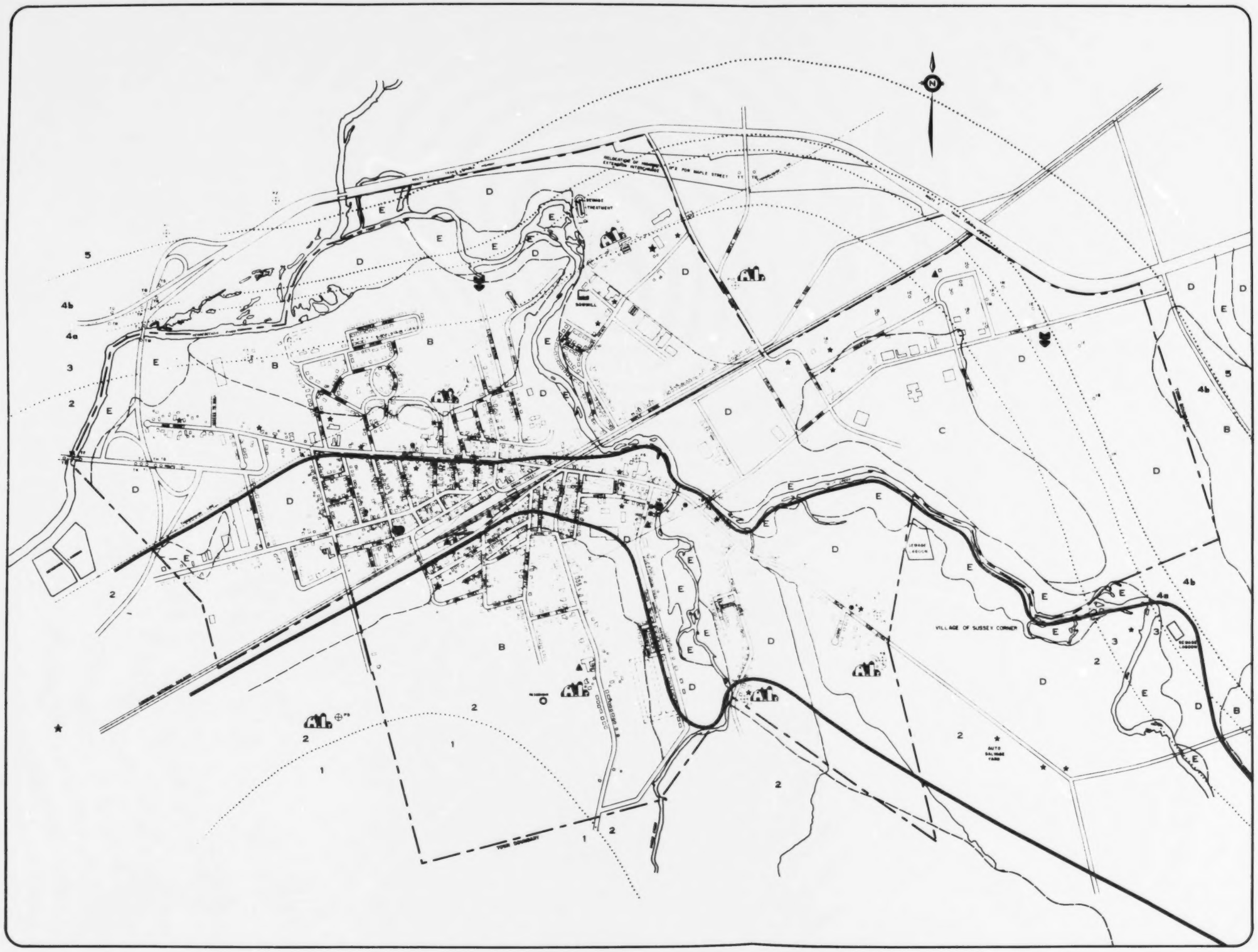
*For details see R. A. Brinsmead. Ibid. pp. 7-8.



LEGEND

QUATERNARY

E — Modern alluvial deposits: sand, gravel, some silt, minor clay and organic sediment; flood plains of modern streams; generally more than 1 m thick

D — Ancient alluvial deposits: sand, gravel and silt; generally more than 2 m thick

C — Ice-contact deposits: dense red stony silty till and/or red clayey silt commonly underlain by sand, gravel; minor silt; generally more than 2 m thick

B — Till; till blanket over bedrock; generally 0.5 to 1.5 m thick

(Surficial geology by J. Thibault)

MISSISSIPPIAN

HOPEWELL GROUP

5 — Greyish red mudstone, sandstone and conglomeratic sandstone

WINDSOR GROUP

4 — MACUMBER FORMATION: 4a, olive grey to black, thinly- to very thinly-bedded limestone
PIEMPOK FORMATION: 4b, greyish, anhydritic, minor greenish grey mudstone and/or limestone

3 — HILLSBOROUGH FORMATION: greyish red conglomeratic and sandstone

2 — NELSON FORMATION: greyish red sandstone, mudstone and [illegible] etc

1 — ALBERT FORMATION: thinly-bedded, dark grey mudstone and brownish grey, fine- to coarse-grained sandstone

(Bedrock geology by D. McCutcheon)

TYPES OF

- Geological boundary, approximate or assumed
- Geological boundary, observed/photo/surficial evidence
- Boundary, zone of potential fine to medium-grained sands in overburden aquifer
- Borehole, groundwater exploration
- Municipal water supply well
- Private water well
- Monitoring, groundwater exploration
- Gasoline station or repair shop, petroleum storage
- Petroleum bulk storage plant
- Other potential point source

FIGURE 9.3

Town of Sussex

HYDROGEOLOGY AND CONTAMINANT SOURCES

SCALE / ECHELLE

DATE JANUARY 1992

GRAPHICS D. DRINKWATER

beyond the town limits. For further detail regarding potential supply areas see Figure 9.3.

With regard to potential for expansion of supply, there are excellent chances for additional gravel wells within the outlined zone of potential on Figure 9.3. The boundaries of this zone are probably optimistic, and intensive exploration is indicated to localize the acquifer. There should be potential for one or two wells in the central part of the town between the present well sites, probably in southern half of the zone of potential. The acquifer likely continues for a substantial distance west of the Albert Street wells, with the highest exploration potential being south of George Street, East of Ward Creek, the acquifer may be continuous to its suspected recharge area along Trout Creek above Sussex Corner. Its position is most uncertain in this area, although careful exploration might reveal excellent well sites. The area south of the Magnolia Avenue well, between Magnolia Avenue and Ward Creek, may also be worth exploring.

9.3.2 Contaminant Sources and Susceptibility

Many sources of potential contaminants are identified on Figure 9.3. Among the worst are petroleum storage facilities, including gasoline station, bulk plants, and large privately owned storage tanks for fueling industrial machinery or truck fleets. Stock-

piles of fertilizer and pesticides, such as at farm supply outlets, can potentially be a contaminant danger. Many manufacturing and processing operations have storage facilities for dangerous raw materials, products or by-products. Farms, of which there are several in or adjoining the town, can be source of bacterial, nitrogenous, or hazardous chemical groundwater contaminants. Dumps and other disposal sites, including sewage disposals, are possible contaminant sources that are relatively well-known but not always well understood.

As noted under section 9.3.1, the thick clay cover in combination with artesian pressure within the lower gravel effectively prevents local recharge into this unit. These factors may actually render the acquifer relatively immune to surface and shallow-depth spills of contaminants, and to contaminants migrating onto the flat ancient alluvial surface of the downtown area from the adjacent hill slopes. This is not to be interpreted, though, as a condonement of complacency in hazardous material handling. Contamination could still occur under certain circumstances, such as if a spill were very large, or if it fouund a migration path downwards around a well casing or by way of an abandoned well.

The greatest danger of contamination of the lower gravel unit may occur in the recharge area or areas

in the stream valleys outside the town limits, where the acquifer is probably exposed at surface. Unfortunately, the location and extent of the recharge areas remain undefined, so that complete protective measures are difficult.

The surface unit, being a permeable gravel under free water-table conditions, is totally unprotected and largely unprotectable. It is probably already locally contaminated in many places throughout the town, and widely contaminated around the site of the dump. From surface topography, leachate from the dump would seem to be travelling.

In the sense of contaminant susceptibility, it is fortunate that the acquifer appears to be restricted to the area south of Trout Creek. It is probably not readily subject to contamination from sources in the industrial park, which from this point of view, is quite advantageously located.

9.3.3 Acquifer Protection

With the number of potential contaminant sources, as indicated under Section 9.3.2, in the Town of Sussex, it is remarkable that no serious contamination has occured in the twenty years since the first Albert Street well was constructed.

In order to avoid any contamination in future, following is recommended;

1. Any future supply wells should be located as far as possible from obvious contaminant sources. The eastern portion of the town, closest to recharge area, has fewer contaminant sources in the upflow direction, thus should be less susceptible to contamination. This may be the best area to develop additional supply, if the acquifer can be located.

2. A protected area of at least 200 metres radius should be designated around all supply wells, within which the establishment of any hazardous material storage or handling facility would be prohibited. A good policy would be to direct all such new development to the industrial park.

3. All gasoline stations and other establishments with underground petroleum storage should be encouraged to adequately test all tanks and lines, and to remove any tanks more than 15 years old. If gasoline stations are anticipating moving, they should be directed to sites in the industrial park or near the highway interchange in the west end of town, away from the wells and from the area of high groundwater potential. Petroleum bulk storage plants should be inspected carefully, and asked to upgrade dyke facilities for the containment of leaked product.

4. In the assumed recharge areas of the stream valleys outside the town limits, particularly Trout Creek between Sussex Corner and Rockville, great care should be taken and installation of sites that handle and store large quantities of hazardous materials like petroleum products, chemicals, and salt should be discouraged. Dumps or waste disposals of any kind must be strictly prohibited anywhere in the watershed, of Trout Creek, Ward Creek and Parson Brook.

5. The town through the relevant provincial agencies, should encourage agriculture operators in the Trout Creek Valley above Sussex Corner to use restraint and common sense in the storage and application of fertilizers and pesticides, and in the storage of animal manure.

9.4 Solid Waste Disposal

The Town of Sussex operates a solid waste disposal site located on Leonard Drive. According to Pollution Control Branch of the Dept. of Environment, this site serves the Town, the Village of Sussex Corner, and surrounding non-incorporated areas. The present facility is located within the Town in the industrial park, close to Senior Citizen's Home, Health Centre and high school. As stated under section 3.2.2 of this report, the site on which the public dump is located is prime land for industrial expansion. Therefore, it is suggested that the dump should be relocated.

According to the Department of Environment the Town has decided to relocate the dump. Two sites were selected for consideration but the Department of Environment personnel found these sites insufficient in size and unsuitable for certain environmental considerations. Several sites are presently under study, and soil tests are being conducted at each site to determine their suitability. The Department of Environment indicated that a site southwest of the Town, is beirg given serious considerations.

10.0 FINANCIAL ANALYSIS

10.1 Introduction

The financial analysis is crucial for planning purposes. Through such an analysis it could be determined whether a municipality is able to carry out the projects and programmes which might be recommended in a municipal plan.

10.2 Assessment Base

The assessment base is one of the indicators of the financial health of a community. Property taxes are levied against such an assessment and these taxes are the major source of revenue for a municipality. A review of assessment base, for the town, was made since 1975.

Table 10.2 Assessment Base - Historical Perspective

YEAR	Assessment Base	Percentage Increase
1975	33,831,750	--
1976	36,428,390	7.67
1977	49,589,000	36.13
1978	52,800,320	6.47
1979	60,916,960	15.37
1980	73,533,280	20.71
1981	81,238,890	10.48
1982	84,850,930	4.45

SOURCE: Municipal Services Branch
Dept. of Municipal Affairs

An examination of data under Table 10.2 shows that there has been a steady increase in the assessment base of the town. A major increase was between 1976-77 when assessment base grew by 36.13%. The total increase between 1975-1982 was 150.08% i.e. one and one half times more assessment in 1982 compared to 1975.

An examination of per capita assessment was also carried out. This examination revealed that there has been a steady increase in per capita assessment. Thus, the total increase in the assessment base is mostly due to increase in the assessment of individual properties -- the inflationary factor.

10.3 Expenditures and Tax Rates

The tax rates and expenditures were examined. The expenditures and tax rate data is presented under Table 10.3.

Table 10.3 Expenditures and Tax Rate

YEAR	Gross Expenditures	Percentage Increase	Tax Rate
1976	769,101	--	.8424
1977	968,491	25.9	1.0485
1978	1,081,523	11.7	.9559
1979	1,192,169	10.2	1.0021
1980	1,352,838	13.5	.9812
1981	1,510,061	11.6	.9104
1982	1,722,267	14.1	.9567

SOURCE: Municipal Services Branch
Dept. of Municipal Affairs

The expenditures of the municipality have increased over the years, as indicated by the data in the above Table. However, Sussex has managed to keep its tax rate fairly low. The tax rate in 1982 is, in fact, lower compared to 1977, 1979 and 1980.

10.4 Borrowing Power

The borrowing power of municipality is a good measure of its financial ability. According to Section 89(5) of the Municipalities Act, "...No municipality may borrow any money for capital expenditures... where the amount to be borrowed would exceed six percent of the assessed value of real property and the business assessment in the municipality." The debt to assessment ratio data, for the town, is presented below.

Table 10.4 Debt In Relation to Assessment Base

YEAR	ASSESSMENT	DEBT	PERCENTAGE OF ASSESSMENT
1976	36,428,390	876,772	2.4
1977	49,589,000	714,086	1.4
1978	52,800,320	665,089	1.3
1979	60,916,960	612,383	1.0
1980	73,533,280	381,142	0.5
1981	81,238,890	357,986	0.4
1982	84,850,930	327,409	0.3

SOURCE: Municipal Services Branch
Department of Municipal Affairs

The data in Table 10.4 shows that debt to assessment ratio for the town has been considerably lower than the maximum limit imposed through legislation. Thus the town is in a position to undertake a lot more debts, for capital expenditures, before it hits the limit of 6%.

The Municipal Borrowing Board has a policy to discourage a municipality to borrow if the debt charge ratio to gross expenditures would go higher than 20% in any single year. Table 10.4.1 shows the debt charges to gross-expenditure ratio.

Table 10.4.1 Debt Charges in Relation to Budget

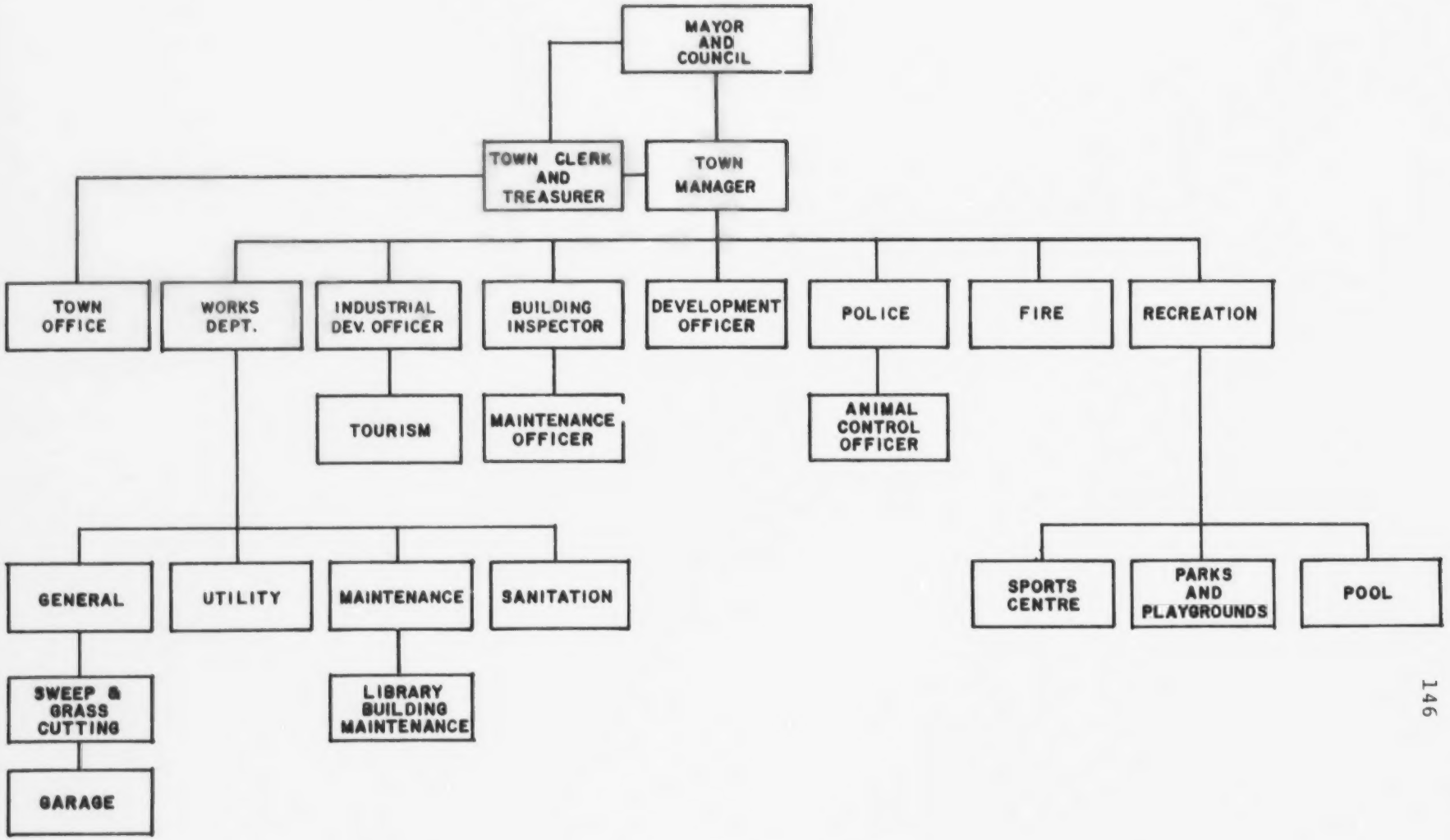
YEAR	GROSS BUDGET	DEBT CHARGES	RATIO (Debt/Budget)
1976	769,101	99,916	12.99
1977	968,491	99,936	10.32
1978	1,081,523	151,878	14.04
1979	1,192,169	130,211	10.92
1980	1,352,838	137,329	10.15
1981	1,510,061	79,708	5.08
1982	1,722,267	73,017	4.20

SOURCE: Municipal Services Branch
Department of Municipal Affairs

The debt charges ratio to budget for Sussex has been considerably lower than 20%. In 1982, this ratio was only 4.20%. Thus, all in all, the town appears to be in excellent financial position.

FIGURE II

TOWN OF SUSSEX
ORGANIZATION CHART



11 TOWN ADMINISTRATION

The Town has "town-manager" administration system. The best way to describe the town administration is through an organizational chart which is presented below through Figure 11.

APPENDICES

APPENDIX "A"

Socio-Economic Surveys: Questionnaires

1 2 3 4

TOWN OF SUSSEX

RESIDENTS' SURVEY

1. Place of residence (Street) _____ 5 6

2. How many people live in your house at present? _____ 7

3. Please indicate the number of family members within the age groups listed below:

Age Group	Male	Female	
0 - 4	____	_____	8 9
5 - 9	____	_____	10 11
10 - 14	____	_____	12 13
15 - 19	____	_____	14 15
20 - 24	____	_____	16 17
25 - 34	____	_____	18 19
35 - 44	____	_____	20 21
45 - 54	____	_____	22 23
55 - 64	____	_____	24 25
65 - 69	____	_____	26 27
70 -	____	_____	28 29

4. How many people living in your house work full time for pay in Sussex?

_____ 30

5. How many people living in your house work full time for pay away from Sussex?

_____ 31

6. How many people living in your house who usually work for pay are unemployed at present?

_____ 32

7. How many people living in your house go to school full time?

_____ 33

8. Please consider Sussex as you know it today. Answer by checking the column expressing the way you feel about:

		Satisfied	Dissatisfied	
(a)	Condition of streets	①	②	34
(b)	Street maintenance in winter	①	②	35
(c)	Availability of sidewalks	①	②	36
(d)	Pedestrian circulation	①	②	37
(e)	Police protection	①	②	38
(f)	Fire protection	①	②	39
(g)	Ambulance service	①	②	40
(h)	Parks and open space	①	②	41
(i)	Library service	①	②	42
(j)	Garbage pickup and disposal	①	②	43
(k)	Health services	①	②	44
(l)	Water services	①	②	45
(m)	Sewerage services	①	②	46
(n)	Schools	①	②	47
(o)	Parking	①	②	48
(p)	Street lighting	①	②	49
(q)	Recreation facilities	①	②	50

9. Do you think that the Town should encourage more industry to locate in Sussex?

Yes _____ ① [51]

No _____ ②

10. Is there a shortage of any of the following housing types in Sussex?

	Yes	No	
Single-family	①	②	[52]
Apartments	①	②	[53]
Duplexes	①	②	[54]
Senior Citizen Housing	①	②	[55]
Low Income Housing	①	②	[56]

11. Do you think more rental housing is needed in Sussex?

Yes _____ ① [57]

No _____ ②

If yes, what type?

Apartments _____ ① [58]

Houses _____ ② [59]

12. Is it important to preserve the historic buildings and other historical landmarks in Sussex?

Yes _____ ① [60]

No _____ ②

1	2	3	4	

3. Where do you purchase the following goods and services?

(a) To Buy — Name of Place, Sussex, Moncton, Saint John, etc.

Groceries	_____	5
Clothing - work	_____	6
Clothing - dress	_____	7
Furniture	_____	8
Hardware	_____	9
Automobiles	_____	10
Medicines and Drugs	_____	11
Insurance	_____	12

(b) To Visit

Doctor	_____	13
Dentist	_____	14
Hospital or Clinic	_____	15
Bank	_____	16
Lawyer	_____	17
Restaurants	_____	18
Theatres	_____	19
Repair Shops	_____	20

4. Do you think that the following are easily accessible?

	Yes	No		Yes	No	
Elementary School	①	②	Your place of Worship	①	②	21 22
High School	①	②	Parks	①	②	23 24
Grocery Store	①	②	Playground for children	①	②	25 26
Your place of work	①	②				27

15. Do you think that Sussex offers adequate

	Yes	No	
Services for the handicapped	①	②	28
Services for Senior Citizens	①	②	29
Services for the young	①	②	30
Recreation programs	①	②	31
Entertainment	①	②	32

16. Do you think that the waterfronts could be put to better use by the Community?

Yes ① No ② 33

17. What is the best way of developing the waterfronts?

(a) Parks and landscape area ① 34

(b) Walking paths ② 35

(c) Sitting Areas ③ 36

(d) Picnic areas ④ 37

(e) Combination of all of the above ⑤ 38

(f) Remain as natural area ⑥ 39

(g) Other _____

_____

_____ ⑦ 40

18. Do you see any of the following as problems in Sussex?

	Yes	No	
Physical appearance	①	②	41
Shabby buildings	①	②	42
Lack of sidewalks	①	②	43
Inadequate street lighting	①	②	44

Other (Please specify) _____

_____ ⑧ 45

19. Please comment on any aspect of community life which you feel is important to you.

[ ][ ][ ][ ]
1 2 3 4

TOWN OF SUSSEX

BUSINESS SURVEY

1. Name of Business _____ [5][6]

   Address _____ [7]

   _____

2. Goods or Services Provided _____ [8][9]

3. Square meter of selling space (Approximate) _____ [10][11]

4. Do you own your own store?

   Yes _____ (1) No _____ (2) [12]

   If not, from whom do you rent?

   Name _____ [13]

   Address _____

   _____

   _____ (3)

5. What are your store hours?

   _____ [14]

   _____

   _____

6. How many people does your firm employ on a permanent basis?

   Number of males _____ Females _____ [15][16]

   Total _____ [17][18]

7. How many people does your firm employ on a casual basis?

   Number of males _____ Females _____ [19][20] [21][22]

   Total _____ [23][24]

8. (a) How many permanent employees come from within the Town?

_____ 25 26

(b) Of the permanent employees, do any travel into work each day from a distance of:

	Number	
5 miles or less	_____ (1)	27
5 - 10 miles	_____ (2)	28
10 - 15 miles	_____ (3)	29
15 - 20 miles	_____ (4)	30
20 - 25 miles	_____ (5)	31
More than 25 miles	_____ (6)	32

9. Do you have problems obtaining labour?

Yes _____ (1) No _____ (2) 33

Reasons:

(1) _____ Lack of trained people in area 34

(2) _____ People unwilling to work for set wages 35

(3) _____ Seasonal problems 36

(4) _____ High turnover 37

(5) _____ Other (Specify below) 38

_____

_____

10. Do you have any trouble obtaining your supplies?

Yes _____ (1) No _____ (2) 39

Specify _____

_____ 41 42

_____

11. How are most of your supplies transported?

Mail	(1)	43
Truck	(2)	44
Rail	(3)	45
Bus	(4)	46
Private Truck or Auto	(5)	47
Other	(6)	48 49

12. Do you feel that present transportation facilities are adequate?

Yes (1) No (2) 50

13. What do you consider to be the cheapest form of transporting goods?

Truck	(1)	51
Rail	(2)	52
Bus	(3)	53
Private Truck or Auto	(4)	54
Other	(5)	55

14. Where do most of your customers live?

_____ 56

_____

15. What are the outer limits of your trade area?

_____ 57

_____

_____

1 2 3 4

16. What is the floor area used for business purposes?

In square meters _____ [5][6]

17. What is the lot size?

In square meters _____ [7][8]

18. Do you feel that a lack of working area at your present site is likely to impede the growth of your business within the next ten years?

Yes _____ (1) No _____ (2) [9]

Specify _____

_____

_____ [10][11]

19. Do you have plans for expansion in the local area?

Yes _____ (1) No _____ (2) [12]

(a) If yes, how many additional square meters would be involved?

In square meters _____ [13][14]

(b) How many additional employees would be involved?

_____ [15][16]

20. (a) Is the building only used for commercial purposes?

Yes _____ (1) No _____ (2) [17]

(b) If no, what other use is involved?

_____

_____ [18]

21. Do you provide an off-street loading and unloading area?

Yes _____ (1) No _____ (2) [19]

22. Do you provide an off-street parking area for your employees and visitors?

Yes _____ (1) No _____ (2) [20]

If yes, how many cars can be accommodated?

_____ [21][22]

23. What problems do you face in operating a business in this location? Specify.

_____

_____

_____

_____ [23][24]

24. Please rate the following for the downtown area. (Poor (1), Fair (2), Good (3), Very Good (4), Excellent (5)).

Traffic Circulation	_____	[25]
Pedestrian Flow	_____	[26]
Street Lighting	_____	[27]
Appearance of Buildings	_____	[28]
Number of Parking Spaces	_____	[29]
Parking Location	_____	[30]
Site Maintenance	_____	[31]
Landscaping	_____	[32]
Placing of Signs	_____	[33]
Street Furniture	_____	[34]
Accessibility to downtown	_____	[35]

25. Are you willing to pay for some of the improvements which may be required?

Yes _____ (1) No _____ (2) [36]

26. Please make any additional comments you wish?

37 38 39 40

Thank you.

1 2 3 4

TOWN OF SUSSEX

INDUSTRIAL SURVEY

1. Name of Firm _____ 5

Address _____ 6 7

_____

2. Type of Industry _____ 8 9

3. Location of Head Office _____ 10

4. How many people does your firm employ on a permanent basis?

Number of males _____ Females _____ 11 12 13

Total _____ 14 15 16

17 18 19 20

5. How many people does your firm employ on a casual basis?

Number of males _____ Females _____ 21 22 23

24 25 26

Total _____

27 28 29 30

6. Do you employ people on a seasonal basis? Specify.

_____ 31 32 33

_____

_____

7. (a) How many permanent employees come from within the Town?

_____ 34 35 36

(b) Of the permanent employees, do any travel into work each day from a distance of:

	Number	
5 miles or less	_____	37 38 39
5 - 10 miles	_____	40 41 42
10 - 15 miles	_____	43 44 45
15 - 20 miles	_____	46 47 48
20 - 25 miles	_____	49 50 51
More than 25 miles	_____	52 53 54

8. Do you have problems obtaining labour?

Yes _____ (1) No _____ (2) 55

Reasons:

_____ (1) Lack of trained people in area 56

_____ (2) People unwilling to work for set wages 57

_____ (3) Seasonal problems 58

_____ (4) High turnover 59

_____ Other (Specify below)

_____

_____ (5) 60

9. List material inputs to your production process and their sources.

	Type	Source	
1.	_____	_____	
2.	_____	_____	
3.	_____	_____	61
4.	_____	_____	
5.	_____	_____	62
6.	_____	_____	

10. Do you have any trouble obtaining your supplies, raw materials or equipment?

Yes _____ (1) No _____ (2) [63]

Specify _____

_____

_____

_____ [64]

11. How are most of your supplies transported?

Mail _____ (1) [65]

Truck _____ (2) [66]

Rail _____ (3) [67]

Bus _____ (4) [68]

Private Truck or auto _____ (5) [69]

Other _____ (6) [70]

12. Do you feel that present transportation facilities are adequate?

Yes _____ (1) No _____ (2) [71]

13. What do you consider to be the cheapest form of transporting goods?

Mail _____ (1) [72]

Truck _____ (2) [73]

Rail _____ (3) [74]

Bus _____ (4) [75]

Private Truck or auto _____ (5) [76]

Other _____ (6) [77]

1 2 3 4

14. List the products you manufacture.

1. _____ 5
2. _____ 6
3. _____ 7
4. _____ 8
5. _____ 9
6. _____ 10

15. What percentage of the total value of your product(s) are marketed in the following areas?

	Percentage	
1. Local (Kings County)	_____	11 12
2. Provincial (The rest of New Brunswick)	_____	13 14
3. Regional (N.S., P.E.I., & Nfld.)	_____	15 16
4. National (Quebec and Points West)	_____	17 18
5. International (Outside Canada)	_____	19 20
	100%	

16. What is the biggest problem you face in marketing your product or service?

(1) _____ competition 21
(2) _____ market limits 22
(3) _____ transportation 23
(4) _____ poor quality employees 24
(5) _____ other - Specify 25

_____

_____ 26 27

17. What is the floor area used for industrial purposes?

In square meters _____ 28 29

18. What is the lot size?

In square meters _____ 30 31

19. Do you feel that a lack of working area at your present site is likely to impede the growth of your company within the next ten years?

Yes _____ (1) No _____ (2) 32

Specify _____

_____

_____ 33 34

20. Do you have plans for expansion in the local area?

Yes _____ (1) No _____ (2) 35

(a) If yes, how many additional square meters would be involved?

In square meters _____ 36 37

(b) How many additional employees would be involved?

_____ 38 39 40

21. Do you provide an off-street loading and unloading area?

Yes _____ (1) No _____ (2) 41

22. Do you provide an off street parking area for your employees and visitors?

Yes _____ (1) No _____ (2) 42

If yes, how many cars can be accommodated?

_____ 43 44

THANK YOU.

APPENDIX "B"

Socio-Economic Surveys: Results

TABLE OF CONTENTS

		Pages
1.	Resident's Survey	1 - 16
2.	Business Survey	1 - 26
3.	Industrial Survey	1 - 9

TOWN OF SUSSEX

RESULTS: RESIDENTS' SURVEY
Total Respondents: 423

Question No. 2* — Household Size

Number of Persons Per Household	Percentage
1	14.4
2	31.4
3	16.3
4	16.8
5	12.5
6	5.2
7	0.7
8	0.9

Average Household Size: 3 Persons

*For Question No. 1 see Appendix (Page 14)

Question No. 3 — Age/Sex Distribution
(Includes respondents families only)

Age	Male	Female	Total
0-4	41	47	88
5-9	50	49	99
10-14	56	67	123
15-19	57	66	123
20-24	40	46	86
25-34	78	85	163
35-44	64	64	128
45-54	55	57	112
55-64	70	82	152
65-69	36	42	78
70+	51	68	119
Total	598	673	1271

Question No. 4 & 5 — Place of Work Distribution

		Percentage
Working in Sussex	327	86.1
Working away from Sussex	53	13.9
Total Working (as per this survey)	380	100.0

Question No. 6 Unemployment rate as per this Survey

Unemployed	80%
Unemployment rate	16.3%

(Note: The unemployment rate is calculated on the basis of 51% participation rate (Statistic Canada 1976). However it is likely that in case of this survey all members of the family were not correctly reported thus the results are biased).

Question No. 7 Members of the Respondents' family going to School

Total 154
out of 423 households

Question No. 8 Satisfaction With Services and Facilities

423=100%

	Satisfied	Dissatisfied	No Answer
(A) Condition of Streets	57.4	36.4	6.1
(B) Street Maintenance in Winter	69.7	24.6	5.7
(C) Availability of Sidewalks	*44.0	47.3	8.7
(D) Pedestrian Circulation	64.5	14.7	20.8
(E) Police Protection	90.5	5.2	4.3

*compared to all other services people are less satisfied with the availability of sidewalks.

	Satisfied	Dissatisfied	No Answer
(F) Fire Protection	94.3	2.1	3.5
(G) Ambulance Service	88.7	5.4	5.9
(H) Parks and Open Space	70.0	18.9	11.1
(I) Library Service	87.5	3.3	9.2
(J) Garbage Pick-up and Disposal	67.4	18.0	14.7
(K) Health Services	84.9	7.6	7.6
(L) Water Services	91.3	3.3	5.4
(M) Sewerage Services	86.8	5.9	7.3
(N) Schools	86.1	4.0	9.9
(O) Parking	78.7	12.5	8.7
(P) Street Lighting	77.8	15.8	6.4
(Q) Recreation Facilities	61.9	24.3	13.7

Question No. 9 Encourage Location of Industry in Sussex

(423=100%)

In Favour	Against	No Answer
80.1%	10.6%	9.2%

Question No. 10 Shortage of Housing Types

(423-100%)

	Yes %	No %	No Answer %
Single Family	25.8	29.6	44.7
Apartments	*51.3	12.1	36.6
Duplexes	23.6	26.2	50.1
Senior Citizen Housing	*55.1	15.4	29.6
Low Income Housing	*49.2	16.3	34.5

*compared to other type of housing more people felt that there was shortage of apartments, senior citizen housing and low income housing.

Question No. 11 — Whether More Rental Housing Is Needed

(423=100%)

(A)	Yes	No	No Answer
	%	%	%
	68.1	9.5	22.5

(B)	Houses	Apts	No Answer
	%	%	%
	52.5	25.8	21.7

Question No. 12 — Preservation of Historic Buildings and Historic Landmarks

(423=100%)

Yes	No	No Answer
%	%	%
86.5	5.9	7.6

Question No. 13 Purchase of Goods and Services (Place)

(423=100%)

	Percentage
(A) Groceries:	
*Sussex	98.6
Saint John	0.2
No Answer	1.2
(B) Clothing-Work	
*Sussex	76.8
Moncton	4.3
St. John	1.9
Fredericton	0.2
Other	0.5
No Answer	16.3
(C) Clothing-Dress	
*Sussex	75.4
Moncton	9.9
St. John	5.9
Fredericton	0.2
Other	1.9
No Answer	6.6
(D) Furniture	
*Sussex	70.0
Moncton	5.0
Saint John	7.8
Hampton	0.2
Other	1.6
No Answer	15.4

	Percentage
(E) Hardware	
Sussex	*90.8
Moncton	0.2
No Answer	9.0
(F) Automobile	
Sussex	*72.1
Moncton	4.5
Saint John	1.9
Fredericton	0.7
Other	1.7
No Answer	19.1
(G) Medicine and Drugs	
Sussex	*97.6
Saint John	0.2
Other	0.2
No Answer	1.9
(H) Insurance	
Sussex	*85.6
Moncton	2.6
Saint John	4.3
Fredericton	1.4
Peticodiac	.5
Other	.7
No Answer	5.0
(I) Doctor	
Sussex	*94.1
Moncton	1.4
Saint John	1.7
Hampton	0.5

	Percentage
Other	0.2
No Answer	2.1
(J) Dentist	
Sussex	*80.4
Moncton	2.6
Saint John	3.5
Hampton	2.8
Other	0.5
No Answer	10.2
(K) Hospital or Clinic	
Sussex	*91.5
Moncton	1.9
Saint John	2.1
No Answer	4.5
(L) Bank	
Sussex	*96.7
Saint John	0.5
Other	0.2
No Answer	2.6
(M) Lawyer	
Sussex	*81.8
Moncton	0.9
Saint John	2.4
Hampton	1.4
Other	0.5
No Answer	13.0
(N) Restaurants	
Sussex	*73.5
Moncton	4.7

		Percentage
	Saint John	4.5
	Other	3.3
	No Answer	13.9
(O)	Theatres	
	Sussex	*48.7
	Moncton	4.0
	Saint John	8.7
	Fredericton	0.2
	Other	1.6
	No Answer	36.6
(P)	Repair Shops	
	Sussex	*71.9
	Moncton	3.1
	Saint John	2.6
	Fredericton	0.2
	Other	0.9
	No Answer	21.3

*Predominant majority purchase goods and services in Sussex.

Question No. 14 — Accessibility to: (423=100%)

	Yes	No	No Answer
Elementary School	84.2	4.3	11.6
Place of Worship	90.3	0.9	8.7
High School	76.8	9.7	13.6
Parks	74.5	9.9	15.6
Grocery Store	93.6	0.9	5.4
Playground for Children	69.7	11.8	18.4
Place of Work	60.0	2.6	37.4

Question No. 15 — Adequacy of Specific Services (423=100%)

	Adequate %	Not Adequate %	No Answer %
Services for handicaped	25.5	47.5	27.0
Services for Senior Citizens	43.3	34.8	22.0
Services for Young	43.3	32.6	24.1
Recreation Program	48.2	30.0	21.7
Entertainment	36.4	39.2	24.3

Question No. 16

Whether Waterfronts Should Be Put to Better Use
(423=100%)

Yes	No	No Answer
52.0	11.6	36.4

Question No. 17

Best Way of Developing Waterfronts
(423=100%)

	No. of Times Listed	%
Parks and Landscaped Area	86	(20.3)
Walking Paths	86	(20.3)
Sitting Areas	83	(19.3)
Picnic Areas	90	(21.3)
Combination of all the above	206	(48.7)
Remain as Natural Area	52	(12.3)
Other	29	(6.9)

Note: "Others" included remarks such as: Serious flooding problem in Sussex during spring; some wanted the river dredged and the gravel-bars removed from the river. Development of the river-front too extensively would be a waste of time and money because the floods would ruin any kind of development.

Question No. 18 Identification of Problems

	Yes*	No	No Answer
Physical Appearance	17.7	46.6	35.7
Shabby Buildings	50.1	29.1	20.8
Lack of Sidewalks	54.1	26.7	19.1
Inadequate Streetlighting	22.0	48.2	29.8
Other	19.1% listed other problems		

Note: Remarks included under "other" were:

(a) Addition of traffic lights in strategic places throughout the Town would solve the problem of traffic congestion.

(b) Some roads and existing sidewalks are in bad shape.

(c) Problem of poor run-off (drainage) in Sussex and unsightly ditches in newer subdivisions.

(d) Complain that dogs run loose throughout the Town. Complain about the barking of dogs.

*"yes" means that it is a problem. "No" means it is not a problem.

Question No. 19

Comments on Different Aspects of the Community

Following were the most frequently mentioned:

(1) Traffic lights (installation would help solve traffic congestion).

(2) Sidewalks - repair and maintain old ones - build new ones.

(3) Indoor Pool (ie. at Y. M. C. A. etc.).

(4) Fix streets - repave - pave - keep in good repair.

(5) Better dog control (dogs running loose, barking, disturbing public).

(6) Bus terminal need in Town - not outside

(7) Flooding (fix river, build a flood wall).

(8) Old Ginger Ale Building - tear down because it is in bad shape.

(9) Poor water drainage (some catch basins do not function properly, do not carry water away).

APPENDIX

Question No. 1 — Distribution of Respondents by Streets

Street Name	No. of Respondents	Percentage
Murray Avenue	4	0.9
Elm Street	1	0.2
St. George Street	39	9.2
Court Street	15	3.5
Albert Street	9	2.1
Essex Street	8	1.9
Cedar Avenue	6	1.4
Floral Avenue	15	3.5
Nelson Street	13	3.1
O'Connel Avenue	7	1.7
Park Street	4	0.9
Main Street	44	10.4
Elliot Drive	10	2.4
Magnolia Avenue	21	5.0
Fowler Avenue	8	1.9
Elm View Avenue	1	0.2
Queen Street	8	1.9
Golding Street	7	1.7
Arnold Avenue	2	0.5
Paradise Row	6	1.4
James lamb Court	4	0.9
Winter Street	2	0.5

Street Name	No. of Residents	Percentage
Stewart Avenue	11	2.6
Maxwell Drive	1	0.2
Pine Street	5	1.2
Riverview Avenue	11	2.6
Pleasant Avenue	16	3.8
Lowell Street	6	1.4
Gordon Street	2	0.5
McKenna Street	2	0.5
Chapman Drive	4	0.9
Jonah Boulevard	1	0.2
Mills Lane	4	0.9
Broadview Avenue	4	0.9
Church Avenue	20	4.7
York Street	1	0.2
Park Street	8	1.9
Summit Avenue	14	3.3
Hillside Cresent	5	1.2
Landsdowne Avenue	5	1.2
High Street	2	0.5
Sunnyside Drive	3	0.7
Maple Avenue	11	2.6
Hazel Hill Road	2	0.5
Western Street	5	1.2
Broad Street	2	0.5
Brookview Cresent	9	2.1
McLean Street	11	2.6
Holman Avenue	3	0.7
Arnold Avenue	4	0.9

Street Name	No. of Respondents	Percentage
Spruce Street	2	0.5
Sprague Street	2	0.5
McKay Street	2	0.5
Street not stated:	11	2.6
Total Respondents:	423	100.0

TOWN OF SUSSEX

RESULTS: BUSINESS SURVEY

Question No. 1

Name of Business and Address

1. Anco Financial Services
   584 Main Street

2. Lawton's Drugs (Store No. 38)
   Gateway Place, West Main Street
   P. O. Box 1370

3. Lindor L63
   134 Main Street

4. R. T. Pearson, Insurance Ltd.
   13 Broad Street

5. Sussex Flooring and Carpet Service
   18 Park Street

6. Sussex Singer Sewing Centre
   611 Main Street
   P. O. Box 1448

7. Haves Barber Shop
   Sussex Shopping Mall

8. Lewis Gulf
   210 Main Street

9. New Brunswick Liquor Commission
   P. O. Box 20787, Sussex, N. B.
   Head Office: Fredericton, N. B. E3B 5B8

10. Sussex Battery and Ignition
    Corner of Sussex and Main Streets

11. Myer's Grocery
    495 Main Street

12. Sussex Farm and Garden Ltd.
    87 Park Street

13. Wallace Insurance

14. Basic Design Associates
71 Broad Street
P. O. Box 28

15. Kent Building Supplies, Ltd.
311 St. George Street

16. Elmore's Carpets and Drapes
Main Street

17. The Paperwork (The Fibreworks)
13 Peter Street

18. Break Even Glass
13 Peter Street

19. Blue Jay Woodcraft
13 Peter Street

20. Spruce Arbor Limited
P. O. Box 1621

21. Barte Electric, Ltd.
Maple Avenue Extension
P. O. Box 1341

22. Sharp's Drug Store, Ltd.
3 Broad Street

23. Chrysler and Plymouth, Ltd.
994 Main Street

24. Sussex and Studholm Agricultural Society
Park Street
P. O. Box 220

25. Dental Office
Flin Street

26. Gould's Nurseries, Ltd.
30 Floral Avenue

27. Baird's General Store
596 Main Street

28. Parnell and Brien
"Empire Block"
55 Broad Street

29. Jabberwock
73 Broad Street

30. Mirror's Image
Gateway Mall

31. Canada Permanent Trust Co.
38 Maple Avenue

32. Riley, Mosher and Stanton
38 Maple Avenue
P. O. Box 1880

33. Cream Puff Bakery
27 Broad Street

34. The Co-Operators
55 Broad Street

35. Wayne Wood Tops and Kitchens, Ltd.
Nelson Street

36. Black's Fashions Ltd.
607 Main Street

37. Bank of Montreal
9 Broad Street

38. Bel-Mac Ltd. (Sussex Mercantile)
581 Main Street

39. Blue Unicorn Book Stores
559 Main Street

40. Lounsbury Co. Ltd.
551 Main Street

41. Ernie's Chain Saw Shop
30 Park Street

42. Larry Floyd, Ltd.
Men's Work Clothing and Footwear
588 Main Street

43. Beauty Nook
576 Main Street

44. MacAfee's Drug Store Ltd.
568 Main Street

45. Church's Ltd. Jewellery
P. O. Box 1280

46. Crawford's Anthill Restaurant
600 Main Street

47. J. Clark and Son, Limited
489 Main Street

48. Budge, Buckley and Nixon
474 Main Street

49. Sussex Business Service Reg'd.
Audit, Accounting, Bookkeeping
Tax Consultant

50. Kentucky Fried Chicken
Gateway Mall

51. Rusties Cards and Curries
Gateway Mall

52. Superior Heating, Ltd.
63 Broad Street

53. Corner Store (School Store)
406 Main Street

54. Gateway Kids and Teens Ltd.
Gateway Mall

55. Fuller Optical
P. O. Box 461

56. Toronto-Dominion Bank
Gateway Mall
P. O. Box 840

57. D. A. Bustin and Company
Elm Street

58. Wallace Funeral Home
34 Sunnyside Drive

59. G and G Stores Ltd.
601 Main Street
P. O. Box 125

60. S and G Stores Ltd.
7 Broad Street

61. Miller's Meat and Crocery
51 Broad Street

62. Winterwood Natural Food Store
63 Broad Street

63. Perry's Jewellers
41 Broad Street

64. Moffatt's Hardware, Ltd.
23 Broad Street

65. Sussex Optical
Sussex Mall
P. O. Box 1369

66. Dominion Stores, Ltd.

67. Hutton's Ltd.
Sussex Mall

68. Good Neighbour Drug Mart
Sussex Mall

69. Horton's I. G. A.
10 Park Street

70. Sussex Farm Supplies, Ltd.
24 Peter Street

71. Metropolitan Stores, Ltd.
Sussex Mall

72. W. W. Thorne Insurance, Ltd.
10 Peter Street

73. Central Trust Co. Ltd.
614 Main Street
P. O. Box 1277

74. Family Shoe Shoppers
Gateway Mall

75. Buchanan Ltd.
165 St. George Street

76. McGivney's Grocery
91 St. George Street

77. Al's Taxi
77 Winter Street

78. Sussex Auto Supplies
792 Main Street

79. Elm's Jewellery
12 Sussex Street

80. Cheese and Butter Irving
475 Main Street

81. Lawson Motors (1978) Ltd.
654 Main Street

82. Sussex Cheese and Butter (Retail)
664 Main Street

83. Simpson's Sears Limited
620 Main Street
P. O. Box 249

84. Cathy's Restaurant
Main Street

85. Country Squire Restaurant
135 Main Street

86. Book Mart
Gateway Mall

87. Bud's Grocery
229 St. George Street

88. Chown's Furniture Mfg.
Arnold Avenue

89. Dairy Town Motors Ltd.
574 Main Street

90. The Hobby Horse
602 Main Street

91. The Queen Bee Beauty Salon
602 Main Street

92. Bayview Credit Union
582 Main Street

93. Southern N. B. Wood Cooperative Ltd.
582 Main Street

94. Canadian Tire, Ltd.
Sussex Mall

95. Henry's Reataurant
Sussex Mall

96. Household Finance Corp.
Sussex Mall

97. Graham's Bakery
Sussex Mall

98. MacMillan Rothesay, Ltd.
339 St. George Street

99. Gerrish and Smith
472 Main Street

100. Dutchie's Barber Shop
19 Broad Street

101. Lamb Ford Sales, Ltd.
90 Main Street

102. H. L. Hunt Ltd.
391 Main Street
P. O. Box 1144

103. The Maples Motel
1019 Main Street

104. Briar Rose Café
69 Broad Street

105. Stiles Plumbing and Heating
35 Broad Street

106. Sussex Motel and Cabins
818 Main Street

Question No. 2 — Goods and Services Provided

Goods and Services Provided	No. of Outlets
1. Financial Services(banking)	6
2. Garages(service stations)	2
3. Retail(clothing,shoes)-men	1
3a. -women	2
3b. -mixed	5
4. Food Stores(supermarket, bakery, candy etc.)	12
5. Hardware	1
6. Insurance	3
7. Public Works	1
8. Repairs:servicing and parts	7
9. Construction(flooring,roofing, architecture etc.)	7
10. Farming(supplies etc.)	4
11. Machinery Sales	5
12. Automobile:sales and service	4
13. Pharmacy(drug store)	2
14. Real Estate	1
15. Retail(appliances,upholstering, etc.)	4
16. Barbers(hairdressers)	5
17. Beverages(alcohol)	1
18. Other	7
19. Doctor's Offices(medical, dental, optical supplies,etc.)	3
20. Law Offices	3
21. Crafts	2
22. Jewellery(gifts, cards, book stores)	5

Goods and Services Provided	No. of Outlets
23. Food(Restaurants, etc.)	5
24. Chartered Accountants	5
25. Fast Food Outlets	1
26. Home Heating(oil, wood, stoves, furnaces, etc.)	1
27. Funeral Home	1
28. Dry Cleaning and Laundry	1
29. Taxis, Buses, etc.	1
30. Motels(hotels)	2

Question No. 3 — Selling Area

Area	No. of Outlets
12 - 100 sq. meters	31
101 - 200 sq. meters	13
201 - 300 sq. meters	5
301 - 1000 sq. meters	9
1001 - 6000 sq. meters	11
No answer	37

Question No. 4	Ownership of Stores (106=100%)
Owner operated	41.5%
Rented	56.6%
No answer	1.9%

Question No. 5 — Store Hours (106=100%)

Hours		Percentage of Outlets
1. 9:00 to 5:00	MTWTF*	7.5
2. 8:00 to 5:00	MTWTF*	4.7
3. 10:00 to 9:00	MTWS**	2.8
10:00 to 10:00	TF***	
4. 9:00 to 5:00	MTWT	
9:00 to 9:00	F	
9:00 to 12:00	S	4.7
5. 9:00 to 5:00	MTWTS	
9:00 to 9:00	F	5.7
6. 8:30 to other	MTWTFS	6.6
7. 8:00 to other	MTWTFS	17.9
8. 10:00 to other	MTWTFS	11.3
9. other		38.6

Question No. 6 — Employment on Permanent Basis

(a) Males

No. of Employees	No. of Outlets
1 - 5	63
6 - 10	4
11 - 15	5
16 - 20	1
21 - 30	2
No answer	1
Total	106

*MTWTF is Monday, Tuesday, Wednesday, Thursday, Friday

Question No. 6(a) continued...

Average No. of Permanent male employees per business: 5
(average based on 75 businesses)

(b) Females

No. of Employees	No. of Outlets
1 - 5	72
6 - 10	9
11 - 15	2
15 - over	1
No answer	22
Total	106

Average No. of permanent female employees per business: 5
(average based on 84 businesses)

(c) Total

No. of Employees	No. of Outlets
1 - 5	66
6 - 10	16
11 - 15	7
16 - 20	4
21 - 25	2
26 - 30	2
No answer	9

Average No. of Permanent Employees per business: 6
(average based on 97 businesses)

(d) Total Permanent Employment: 555
Male: 306 (55%)
Female: 249 (45%)

Question No. 7 — Casual Employment

(a) Male

No. of Employees	No. of Outlets
1 - 10	38
11 - over	2
No answer	66

Average No. of casual male employees: 6
(average based on 40 businesses)

(b) Female

No. of Employees	No. of Outlets
1 - 10	46
11 - over	1
No answer	59

Average No. of casual female employees: 6
(average based on 47 businesses)

(c) Total Casual

No. of Employees	No. of Outlets
1 - 10	61
11 - 20	2
21 - 30	3
No answer	40

Average No. of Employees per business: 7
(average based on 66 businesses)

(d) Total Casual Employment: 361

Males: 128 (49.0%)

Females: 133 (51.0%)

Question No. 8 — Permanent employees who live in Sussex

(A) Total permanent employees as per Question No. 6 = 555

Residents of Town = 326
Residents percentage of Total = 59.0%
Outsiders percentage of Total = 41%

(B) Commuting Distance:

	No.
5 miles or less	193
5 - 10 miles	53
10 - 15 miles	42
15 - 20 miles	12
20 - 25 miles	10
More than 25 miles	17
Total	327

(C) Average commuting distance = 7 miles

Question No. 9 — Problems Obtaining Labour (106 = 100%)

(a) Yes (it is a problem)	10.4%
No	88.7%
No Answer	0.9%

(b) Reasons

		Percentage
1)	Lack of trained people in the area	7.5%
2)	People unwilling to work for set wages	3.8%
3)	Seasonal problems	0.9%
4)	High turn over	0.9%
*5)	Other	2.8%
	No Answer	84.1%

*"Other" included such remarks as: "People seem to expect high

wages for little work."

"No one wants to work."

"Simply unwilling to work because of unemployment and welfare benefits."

Question No. 10	Problems Obtaining Supplies (106 = 100%)
Yes (it is a problem)	11.3%
No	88.7%
No Answer	11.3%

Following problems were identified:

"Usually traced to the seasonal nature of some lines creating a large demand for these items all at one time."

"Have to deal with so many companies that supply problems result."

"Selection of tools and materials in Town is inadequate."

"Shipping problems: glass from Toronto or Halifax; Shipping is expensive and inefficient."

"Considerable - since rail express is being deleted even at my present unexpanded production levels there is considerable added complication and expenses to shipping supplies from other provinces in bulk (average supply poundage is 100 to 400 lbs) (weaving supplies)."

"Printing paper, drafting supplies, etc."

"Odd make vehicles - no parts available."

"A bus stop in the centre of Town would certainly make things easier. SMT location is an out of the way place. So far to travel each day. Hours also bad. Because of transportation cost and out of stock."

"All out of town suppliers; delivery problems."

"Many suppliers are interested in high volume items only."

"The usual - short, delayed supplies starting at factory (most by overseas) to distributor."

Question No. 11 — Mode of Transportation for Supplies (106 = 100%)

	Percentage
Mail	39.6
*Truck	70.0
Rail	14.0
Bus	16.0
Private Truck or auto	21.0
Other	12.0

*Most popular mode of transportation is truck.

Question No. 12 — Adequacy of Transportation Facilities (106 = 100%)

Yes (or adequate)	80.2%
No	16.0%
No Answer	3.8%

Question No. 13 — Cheapest Form of Transporting Goods (106 = 100%)

	Percentage
Truck	47.0
Rail	21.0
Bus	12.3
Private Truck or Auto	15.1
Other	13.0

Question No. 14 — Where do Most of the Customers live (106 = 100%)

	Percentage
Town of Sussex	4.7
Local area (outside Sussex)	51.9*
County	21.7
Province Southern	14.2
Eastern Canada	
Rest of Canada	0.9
U. S. A.	0.9
Other	0.9
No Answer	4.7
Total	100.0%

Question No. 15 — Outer Limits of the Trade Area (106 = 100%)

Distance	Percentage of Business
0 - 25 miles	4.7
26 - 50 miles	31.1
51 - 75 miles	14.2
76 - 100 miles	15.1
101 - 150 miles	2.8
151 - 200 miles	
201 - 250 miles	0.9
250 - plus miles	12.3
No Answer	18.9

*Includes responses such as:

"Sussex and surrounding area."

Question No. 16 — Floor Area used for Business Purposes

	No. of Businesses
0 - 100 sq. meters	26
101 - 200	17
201 - 300	8
301 - 400	2
401 - 500	2
501 - 600	2
601 - 700	1
701 - 800	0
801 - 900	2
901 - 1000	2
1001 - over	11
No Answer	34

Average: 344 sq. meters

Question No. 17 — Lot Size

	No. of Businesses
0 - 100 sq. meters	3
101 - 200	1
201 - 300	3
301 - 400	1
401 - 500	2
501 - 600	1
601 - 700	2
701 - 800	1
801 - 900	1
901 - 1000	2

1001 - over	17
No Answer	72

Average Lot Size: 750 sq. meters

Question No. 18 — Whether lack of Working Area at Present Site is likely to impede the Growth of Business within the Next Ten Years. (106=100%)

	Percentage
Yes	28.3
No	61.3
No Answer	10.4

Some of those who said "yes" made following remarks:

"Need more parking."

"Retail area in 3 to 5 years will be small."

"I will need display area and storage space."

"No room to expand (lack of land)."

"Staff working area may become insufficient with increased customer volume."

"Will be expanding in staff and will require more private office space."

"Leased land is obtainable but building will not be adequate."

"Certainly mall expansion will give us much needed space. The Montreal owners talk about it every year but usually with no results."

"We could have used twice as much space from the "Day One"."

A frequent comment was made, "Cost of merchandise to keep the store full at todays prices you cannot afford to fill more space."

Question No. 19 — Plans for Expansion in the Local Area (106 = 100%)

	Percentage	
Yes	19.8	(21 businesses)
No	71.7	
No Answer	8.5	

(a) Square meters involved for expansion

Square meters	No. of Businesses
0 - 100	6
101 - 200	2
201 - 300	1
301 - 400	0
401 - 500	0
501 - 600	1
2000	1
2,245	1

(b) Additional Employees

Total: 49 employees

Question No. 20 — Whether Building Used for Commercial Purposes only (106 = 100%)

(a)	Percentage
Yes	63.2
No	34.0
No Answer	2.8

(b) Those who said "no" listed following other uses: (37 = 100%)

(1) Rental - apartment (living quarters)	86.5
(2) Restaurant (cafe, etc.)	2.7

	Percentage
(3) Offices	2.7
(4) Home	2.7
(5) Public use (library)	2.7
	100.0%

Question No. 21 — Whether Provide An Off-Street Loading Area and Unloading Area (106 = 100%)

	Percentage
Yes	55.7
No	37.7
No Answer	6.6

Question No. 22 — Whether Provide An Off-Street Parking Area for Employees and Visitors (106 = 100%)

	Percentage
(a) Yes	64.2
No	33.0
No Answer	2.8

(b) If Yes, how many cars can be accommodated?

No. of Cars	No. of Businesses
0 - 10	9
11 - 20	20
21 - 30	4
31 - 100	11
101 - 200	2
500	3
No Answer	57
	116

Question No. 23 — What Problems do you Face in Operating a Business in this Location?

Following were the Comments made by the Businessman:

-Not enough parking space

-Lack of support by Town Administration in promoting and improving facilities (restrictions, etc.) (Uptown - downtown)

-The rent is too high.

-An ingrained desire to shop in "the cities" can cause some problems, as well as weather and farming conditions for my usual customers

-Parking Time limit on this area of Main Street-tourists upset with only one hour parking-so are regular customers (can't get a shampoo and set or a perm in one hour) . Others angry because time limit is not enforced.

-Foot traffic

-Slightly removed from the main flow of business

-Population not large enough

-Cars speeding around corner at the end of Broad Street

-Competition

-Price slashing (scabbing) - too many people in the electrical trade in the Sussex area who will not take a full time job - waiting for job at mines - meanwhile work part time - tax free

-No air service in the immediate area

-No (bad) sidewalks - water in front of door a problem - increased maintenance

-Too much government interference

-Located on what is now a dead-end street

-We need more walking traffic downtown

-Getting the work, then getting it moving

-River coming over banks in spring

-Lack of signs - highway, etc. (directions) - poorly maintained street and sidewalk

-More space needed

-Inflation and high costs (labour, etc.) taxes too high

-Parking on left side on Main Street allowed to park too near entrance to gas pumps

-Not enough traffic

-Motorists speeding through yard or just using it to turn around (going through yard to avoid stop sign)

-Off the main business trend

-Stores downtown with different hours of business

-The problems in the business are not due to location

-High water taxes

-One way traffic (moving from mall to mall)

Comment: Most frequently mentioned problem in the present location is lack of parking space.

Question No. 24

Please rate the following for the downtown area
106 = 100%

	Poor %	Fair %	Good %	Very good %	Excellent %	No Answer %
Traffic circulation	11.3	21.7	41.5	4.7	3.8	17.0 = 100.0%
Pedestrian flow	8.5	17.9	35.8	14.2	4.7	18.9 = 100.0%
Street lighting	4.7	11.3	46.2	13.2	5.7	18.9 = 100.0%
Appearance of Buildings	6.6	26.4	43.4	4.7	1.9	17.0 = 100.0%
Number of parking spaces	17.9	19.8	28.3	11.3	5.7	17.0 = 100.0%
Parking locations	14.2	20.8	33.0	6.6	6.6	18.9 = 100.0%
Site Maintenance	3.8	16.0	43.4	7.5	5.7	23.6 = 100.0%
Landscaping	3.8	25.5	31.1	14.2	2.8	22.6 = 100.0%
Placing of signs	10.4	19.8	41.5	4.7	1.9	21.7 = 100.0%
Street furniture	26.4	21.7	17.0	4.7	1.9	28.3 = 100.0%
Accessibility to downtown	10.4	10.4	26.4	22.6	8.5	21.7 = 100.0%

Question No. 25	Willingness to pay for some of the improvements (items listed as under question no. 24) which may be required. (106 = 100%)
	Percentage
Yes	31.1
No	39.6
No Answer	29.2

Question No. 26 — Additional Comments

33% of the total respondents (total respondents = 106) answered this question. The comments which were made are as follows:

-Lack of promotional interest within Sussex (feeling among Town & council that Town will not grow and lack of encouragement to attract new people) Many facilities in Town that are not geing used to the fullest.

-No signs showing the way out of Town; showing a dead-end street; showing where the Ford dealership is.

-Under new crown lands act, the (our) company will be increasing its operations, hiring new office staff, tree cutters, planting and thinning crews.

-High costs - especially high rent, and because it is a small town, there is poor pedestrian flow.

-Traffic circle where Main Street, two way, flows into Queen's Street section of the circle not marked plainly enough. Many tourists go straight up Main St. the wrong way. No sign on the court house. Insufficient parking in the court house area.

-If I can't double my business in the next four (4) months, then my business will fold.

-Would like some picnic tables for lawn.

-Sussex streets are not marked properly in two locations in particular (Main St. to Sussex Mall) (Main St. at the R.C.M.P. station) to allow for continuous flow when vehicles are making left turn. The town does not do enough to bring

people off of the highway in the summer months - events, attractions, etc.

-In regard to question 25, before paying any funds I would want to know exactly what would be done and to see that any funds could be spent wisely.

-Offstreet parking urgently required in downtown area.

-Please do not do anything to disrupt traffic flow (such as lights or change of traffic patterns.)

-We would be interested in trying to preserve the character of Broad St. as proposed already.

-An additional North/South collector and an additional East/West collector would be a great imporvement to the traffic flow in the town of Sussex.

-The bulk of this questionnaire points to the real problem. By downtown, are you referring to the downtown business sector? If so, you are showing an obvious narrow-scope of concern. Certainly the "downtown" business district should be aided by an efficient administration but all businesses within the town deserve the same assistance indiscriminately. Sidewalks, traffic signals, street maintenance are all areas that could be improved. By providing these additional services the town will be reimbursed by taxes collected from the prospering businesses.

-Snow removal should be faster.

-More should be done to promote downtown. (Onus lies with merchants, there is more the town could do.) Reinstatement of 1 hour parking along Main St., strict enforcement of this. Signing. Vast improvement made in street cleaning - extend service to less travelled areas. Plant more trees and flowers - "You are on the right track there."

-Snow removal-Excellent. Better marking & location crosswalks on Main St. above crossing.

-Street lighting in front of R.C.M.P. office.

-Some of the above questions could be answered differently in 3-5 years time, when we expect the population to increase.

-Main Street becomes a "pedestrian mall" between the hours of 9:00 am - 4:30 pm from the rail tracks to the Bank of Nova Scotia. Also, the senior citizens never seem to use the park next to MacAfee's Drug. Is it because they don't know it is for them or that they don't like to mingle with the young people who always seem to hang out there.

-There appears to be a genuine lack of concern by the town for merchants on Main St. Sidewalks are a disgrace; no effort made to improve parking facilities, or the appearance of downtown Sussex. Promotional efforts could improve also.

-We have paved, and made parking available-feel what we have done is sufficient. We have also improved out buildings on Main St.

-Mall sign should be put some other place. Its hard to see until you come right in the mall yard.

-I think the direction Broad St. is headed is the way the town should go, i.e. landscaping and trees & shrubs, building restoration. Appropriated signage or perhaps a uniform signage code for the town. I wish that more businesses on Main St. would upgrade their buildings and more planting of trees, flowers and shrubs should be implemented.

One hour parking on Main St. Water laying in front of store - supposed to be fixed several times - Get sidewalk fixed. Telephone poles removed - wires replaced underground.

-There is no yield or stop sign on the corner of Morrow Ave. and Stewart Ave. The town boulevard along Morrow Ave. ext. is not kept mowed during the summer and at the intersection of Morrow and Stewart it is very difficult to see on coming traffic because of tall vegetation.

-I feel in particular it is the responsibility of the town to ensure a safe flow f traffic. I was witness yesterday to a motorcycle accident by the Bank of Nova Scotia. It is very difficult to gain access to the west end of Main Street from any point south west of Broad Street, in particular the Sussex Mall and as the traffic flow increases, so will the incidences of accident. The accident yesterday was a good example of this and could easily have been fatal.

-Traffic patterns are hazardous and haphazard - poorly placed stop signs, etc.

-Business-wise, transportation problem is generated by the National Rail Policy - not the town, but council and Municipal Affairs should be concerned (small business can't succeed very well). Community-wise, something must be done to solve the traffic congestion in the downtown area - becoming hazardous.

-I would like to see an Industrial Commission formed - 2 counsellors and 2 citizens from town. We have an Industrial park and are not gaining anything when an Industry is moved from downtown to the Industrial park. We need a lot of small industries.

-The downtown lacks a defined pedestrian system - sidewalks, trees, furniture, etc. Face lift for existing buildings, etc. Expand parking; adopt a signage by-law forbidding flourescent back light signs; encourage downtown living (old houses - 2nd floor apt.) etc.

-Some changes should be made to let traffic flow on Main Street and not around Broad St. Street lights should be installed on some streets in Sussex.

-Many of my customers have complained that the service to and from Sussex is PATHETIC. The location of the present Bus Stop requires that they have to take a taxi to get into town. This means Bus fare and Taxi fare. Relocating the Bus Stop would bring money into the area, instead of sending them to Moncton and service.

COMMENTS: The major problem appears to be the poor traffic flow in downtown Sussex (vehicular). Pedestrian traffic is bad too.

TOWN OF SUSSEX

RESULTS: INDUSTRIAL SURVEY

Question No. 1

List of Sussex's Industries
(those surveyed)

1. Atlantic Air-Care, Ltd.
   P. O. Box 1541
   Sussex, N. B.
   E0E 1P0

2. Royal Printing, Ltd.
   P. O. Box 1054
   Industrial Park
   Sussex, N. B.
   E0E 1P0

3. M M H Prefab Ltd.
   P. O. Box 1580
   Industrial Park
   Sussex, N. B.
   E0E 1P0

4. Summit Electric, Ltd.
   P. O. Box 900
   Sussex, N. B.
   E0E 1P0

5. Sussex Machine Shop, Ltd.
   P. O. Box 248
   Industrial Park
   Sussex, N. B.
   E0E 1P0

6. H. B. Industries, Ltd.
   P. O. Box 678
   Sussex, N. B.
   E0E 1P0

7. Canmar Industrial, Ltd.
   P. O. Box 228
   Industrial Drive
   Sussex, N. B.
   E0E 1P0

8. Sussex Concentrates, Ltd.
   P. O. Box 1224
   Leonard Drive
   Sussex, N. B.
   E0E 1P0

9. Sussex Refrigeration Mfg. (1979), Ltd.
P. O. Box 692
Leonard Drive
Sussex, N. B.
E0E 1P0

10. New Yorker Boiler Co., Ltd.
Industrial Park
Sussex, N. B.
E0E 1P0

11. Sussex Tire Service, Ltd.
10 Church Avenue
Sussex, N. B.
E0E 1P0

12. New Brunswick Electric Power Commission
Industrial Park
P. O. Box 1610
Sussex, N. B.
E0E 1P0

13. Murray W. Myers & Son, Ltd.
P. O. Box 1909
64 Park Street
Sussex, N. B.
E0E 1P0

14. Lockharts, Ltd.
282 Main Street
Sussex, N. B.
E0E 1P0

15. Maritime Publishing, Ltd.
Sussex Mall
Sussex, N. B.
E0E 1P0

16. Sussex Poultry, Inc.
P. O. Box 609
Sussex, N. B.
E0E 1P0

17. Atlantic Speedy Propane, Ltd.
57 Peter Street
Sussex, N. B.
E0E 1P0

18. G. E. Barbour Company, Ltd.
P. O. Box 1130
Sussex, N. B.
E0E 1P0

19. Way Bar Feed and Farm Supplies, Ltd
P. O. Box 813
Industrial Park, Cresent Vail
Sussex, N. B.
E0E 1P0

20. Canada Packers, Ltd.
Shur Gain Division
P. O. Bcx 520
Stewart Avenue
Sussex, N. B.
E0E 1P0

21. Bayshore Lumber Co., Ltd.
P. O. Box 1287
Sussex, N. B.
E0E 1P0

22. Drury's Transfer, Ltd.
P. O. Box 1790
Sussex, N. B.
E0E 1P0

23. Nelson Monuments, Ltd.
P. O. Box 1220
23 Western Avenue
Sussex, N. B.
E0E 1P0

24. McGibbon Diesel, Ltd.
Industrial Park
Sussex, N. B.
E0E 1P0

25. Sussex and Studholm Agricultural Society
P. O. Box 220
Park Street
Sussex, N. B.
E0E 1P0

26. Brunswick Lab, Ltd.
229 Church Avenue
Sussex, N. B.
E0E 1P0

Question No. 2	Type of Industry
	Sales and Service of Tires
	Distribution of Electricity
	Building Supplies
	Publishing (Printing)
	Poultry Processor: Hatchery
	Propane Gas
	Food Processing and Distribution
	Retail Feed and Farm Supplies
	Feed Manufacturing
	Sawmill
	Trucking (Common Carrier)
	Monument Manufacturing
	Heavy Equipment (Diesel Repair)
	Petroleum, Feed Mill, Auction Sale, Retail Agricultural Supplies and Groceries
	Woodworking Plant
	Sheet Metal adn Mechanical Contractor
	Printing
	Housing Manufacturing
	Electrical Contracting
	Metal Fabrication
	Manufacturer of Scouring Pads
	Wholesale-Retail
	Rendering Plant
	Boiler Manufacturing and Miscellaneous Metals

Question No. 3 — What percentage of Industries have their Head Office in Sussex; What percentage elsewhere?

69% of the Industries have their Head Office in Sussex; the remainder - 31% have their Head Offices in Fredericton, Moncton, Saint John, Toronto, Etc.

Question No. 4 — Permanent Employees

Males	Females	Total
533	218	751
71%	29%	100%

Question No. 5 — Casual Employees

Males	Females	Total
49	34	83
59%	41%	100%

Question No. 6 — Seasonal Employees

Do not hire on a seasonal basis:	61.5%
Hire on seasonal basis:	38.5%
	100.0%

Question No. 7 — (a) Permanent Employees who come from Town

293 Employees.

(b) Commuting

5 miles or less	47.1%
5 - 10 miles	20.4%
15 - 20 miles	6.4%
20 - 25 miles	8.2%
over 25 miles	8.6%

Question No. 8 — Problems obtaining Labour Force

Have no problems:	80.8%
Have problems:	19.0%
Major problem:	Lack of trained people in the area.
Other problems:	People unwilling to work on set wages.
	Seasonal problems
	High turn-over
	Competition from Potash Industries.

Question No. 9 — Material Input: Source

New Brunswick (Sussex, Moncton, Saint John, Fredericton)	9 cases
Quebec	8 cases
Ontario	9 cases
Nova Scotia	3 cases
Prairies	1 case
U. S. A.	5 cases
S. Africa	1 case

Question No. 10 — Problems obtaining supplies, raw material and equipment

No problems:	80.8%
Problems obtaining raw material:	19.2%
Other problems:	Lack of availability of the material in the Maritimes.
	Long delays in delivery.
	Saw logs: Forest management needs to be improved.

Question No. 11 — Transportation of Supplies

Most popular mode of transportation: Truck

Question No. 12 — Adequacy of Transportation Facilities

Adequate: 92.3% (satisfied)

Not adequate: 7.7%

Question No. 13 — Cheapest form of Transporting Goods

Majority considered trucks to be cheapest form of transportation.

Question No. 14 — List of Products Manufactured

Kilowatt hours (distribution)
Lumber
Plywood
Siding
Roofing
Insulation
Mouldings
Newspapers
Poultry
Tin
Coffee
Mustard
Peanut butter
Extracts
Spices
Ice cream Toppings
Cheese
Pickle Ingredients
Complete line of livestock feeds
Rough lumber
Wood chips
Sawdust
Bark used at present for land fill
Monuments
Markers
Curbing
Livestock feed
Insulated buildings
Reach-In Coolers
Laboratory case works
Laboratory counter tops
Sheet metal
Business forms
Flyers, posters
Envelopes
Business and personal stationary
Modular homes
Mobile homes
Cottages, log cabins, & garages
Offices, bunk houses
Washrooms
Motels
Produce steads
Wiring systems for home and industry
Machinery and welding services
Industrial and Institutional Scouring Pads (15 produces)
Poultry meal
Feather meal
Poultry fat
Steel hot water boilers
Wood fired, hot water
Steel expansion tanks
Steel dump hoppers
Steel luggers
Miscellaneous metals
Water cooler and freezers
Hospital furniture
School cabinet work
Nurses' stations
Special refrigeration

Question No. 15	Marketing of finished product
Marketed locally:	45.2%
Marketed Provincially:	30.1%
Marketed in Maritimes:	13.7%
Marketed to rest of Canada:	7.9%
Marketed outside Canada:	3.2%

Question No. 16 — Major problem re: marketing the product or service

30% of those who responded to this question asid that they faced no problem.

Major problem listed was competition.

Others: Transportation; cost of fuel, etc.

Question No. 17 — Floor area

Average size 1,485.4 metres squared.

Question No. 18 — Lot size

Average size 12,535.3 matres squared.

Question No. 19 — Location vs. Growth

Location does not impede growth:	50.0%
Location does impede growth:	46.2%
Not sure:	3.8%

Major factor listed:

Lack of available land at the existing site to expand.

Question No. 20	Plans for Expansion
Those who had no plans:	53.9%
Yes:	42.3%
Not sure:	3.8%

(a) Average size for expansion: 261.2 metres squared

(b) Additional employees:

For all who intend to expand: 20 new employees

Question No. 21	Provision of off-street parking and loading and unloading areas
Yes	100.0%

Question No. 22	Off-street parking for employees and visitors
Yes	100%

Total number of space for 26 industries: 971